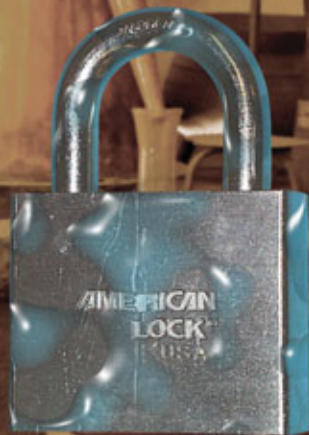


# The National Locksmith®

January 2004  
Volume 75  
No. 1  
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## TORTURE TESTING PADLOCKS





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**Drill Mill**  
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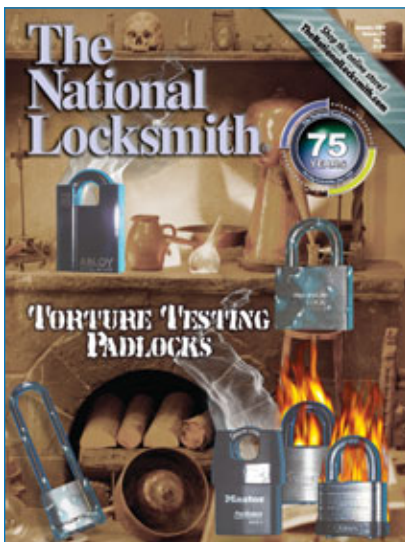
**Econo  
Tubular Duplicit™**  
No. 747E



**Tubular Duplicode™**  
No. 747XU



## On The Cover...



Encountering more punishment than most padlocks will encounter in a lifetime, Abloy, ASSA, Abus, American, EM-D-Kay, Master, and Sesamee, were up for the challenge.

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January 2004 • Vol. 75, No. 1

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# COMMENTARY



## Happy 75th Anniversary to TNL! A Spirit For All Times

*Remember that times are hard right now. We must admit this, and knowing that, we must do all we can to make them better. We cannot make them better for ourselves without making them better for someone else. We cannot make times better for someone else without making them better for ourselves, so let's keep right on working together...and let's prove to the most skeptical that cooperation among locksmiths is going to bring success to all of us.*

Sensible words, aren't they? Also appropriate to our times. Yet, I did not write those phrases full of concern and spirit.

These words were written by Stan "Mac" MacLean in *The National Locksmith* magazine over 72 years ago in the October 1931 issue. America was suffering in the Great Depression, and yet, *The National Locksmith* was already three years old. Mac founded TNL in 1929 with one Revolutionary Idea...that by sharing information, locksmiths could help one another.

This year, along with honoring the spirit Mac brought to our industry, we celebrate ***The National Locksmith's 75th Anniversary!***

Before Mac launched that first little copy of *The National Locksmith*, there were no locksmith magazines...no locksmith associations...no locksmith classes...no locksmith code books...no sharing of locksmith information whatsoever.

In those times, each and every scrap of information on how to do any job was considered an absolute trade secret. Moreover, all locksmith tools including picks and many keys were made by hand, necessity being the mother of invention. Locksmiths competed bitterly, and the very idea of helping another locksmith was considered ridiculous.

But Stan had that One Big Idea. And it changed the face of locksmithing. Read more of his words from 1931:

*Truly this is the spirit of cooperation that has proven successful for NLA right from the start and it makes all of us feel better to know that the locksmiths are working together to make this a business more profitable for those engaged in it and a lot more pleasant.*

*...and we mustn't forget that it is a pleasant sensation to have a customer bring us in a new lock*

*that we know has been written up in TNL and that we know we will be able to fit up with a key easily because we "have the dope on it." We are also glad to know the boys in many different parts of the country are now meeting regularly, too, so this is all bringing about a great change in locksmithing so that the present locksmith is altogether different than the one of a few years ago.*

*By this we don't want to indicate that some of the old-timers were hard-boiled with one another and would not work together or help each other in any way, but we do want to say that it just wasn't done a few years ago...Such a spirit of cooperation among locksmiths is going to spell success for all times...*

Gone are the times when locksmiths would not share. We now have our magazine, our web site, our published codes, manufactured tools and our classes. Believe me it's a big change. In the same issue of TNL, Mac reported on a locksmith in Syracuse, who was the cheapest key maker in town. He had received a death threat, probably from another locksmith.

Happy 75th birthday TNL...and our mission has not changed one bit...

*A spirit of cooperation among locksmiths is going to spell success for all times...*

*Marc Goldberg*



**Have questions? Want free technical help?  
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**Marc Goldberg**  
Publisher



# Mango's Message

## Together We Reach A Milestone!

**A**s Marc has previously mentioned, this is the 75th anniversary for *The National Locksmith* magazine. It is with tremendous appreciation for subscribers like you that have made it possible for us to reach such a milestone. We hope you'll be there for another 75.

Over the years not only has the locksmith industry changed, but this publication has as well. The amount of information that is now available in print is staggering, compared to just 20-years ago. The topics regularly covered and the scope involved is deeper and more informative than ever. This is all attributed to the contributing writers of this publication.

*The National Locksmith* is fortunate, and grateful, to have (without question) the best stable of writers available to the locksmith trade. There is no other locksmith related magazine that even comes close to matching the writing talent and experience of those who contribute to *The National Locksmith*. And, as someone who has been in the trenches for some time myself, I don't say that tongue in cheek just because I am associated with this magazine. No other locksmith publication offers a deeper lineup of writers, more experienced writers, more dependable writers, or more loyal writers than we do.

The writers are the unsung heroes of not only this magazine, but to the locksmith trade as a whole. It is they who manage their own businesses and families on a daily basis and still take the time to research, install, service, repair, disassemble, test, photograph, write, meet deadlines, and ultimately produce an article to be disseminated to those interested in learning from their experiences. It's an awesome task which they meet month after month, year after year, for little more than a periodic thank-you, and quite often, hate mail if they make a mistake. Without them we would not exist, and you would still be operating in the dark ages.

It is the writers, researchers, teachers and reporters of the world that keep us informed, educated, and advanced. We all owe a debt of gratitude to them; it's a daunting responsibility. If you don't think so, just try it some time. I'm not talking about writing an article or two. I'm talking about writing an article every month, year in, year out. Only then would you fully appreciate the effort, discipline, time, and sacrifice it takes to accomplish. You would also have a greater appreciation and understanding of what you now hold in your hands.

When I entered the field of locksmithing, it was through locksmith magazines that I learned a substantial amount of information about this trade, and the products and tools I was sure to encounter. The information was invaluable. I can't even imagine not having a trade magazine along the way.

I happen to love magazines in general. It is my preferred medium for information. I dislike the newspaper because it is way too difficult to handle and I can't read it lying in bed, which is where I do much, if not most of my reading. The Chicago Sun-Times newspaper is the only one that tried to address the management problem with a smaller format.

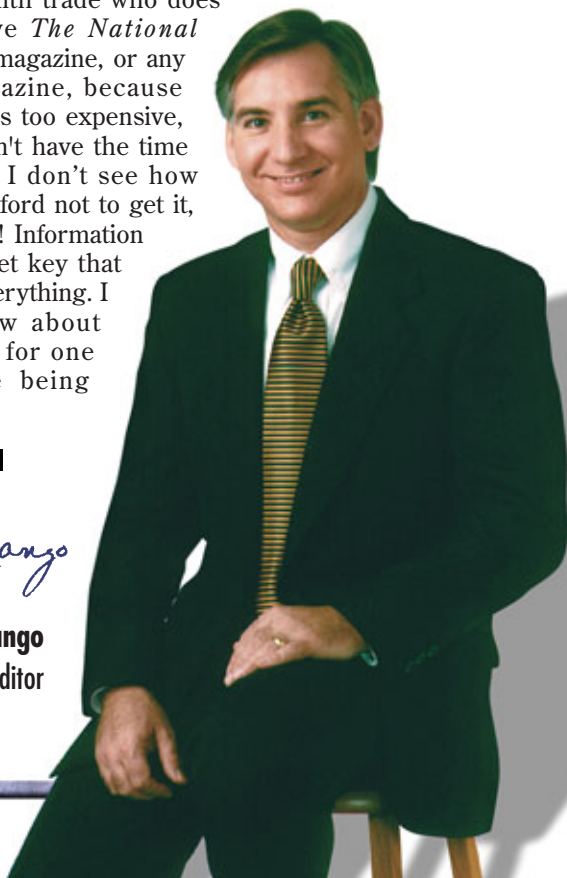
I currently have a pile of magazines of various topics that is without exaggeration, about a foot high next to my night stand. I spend a few hundred dollars a year on various publications and enjoy every one of them. In fact, I want more.

I am amazed when I meet someone from the locksmith trade who does not receive *The National Locksmith* magazine, or any trade magazine, because they say it's too expensive, or they don't have the time to read it. I don't see how they can afford not to get it, and read it! Information is the secret key that unlocks everything. I don't know about you, but I for one don't like being locked out.

TRL



**Greg Mango**  
Editor





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# Letters

*The National Locksmith* is interested in your view. We do reserve the right to edit for clarity and length.

## Norman H. Schamp, Jr.

May 13, 1948–July 4, 2003

Norm Schamp, well known safe technician from California, passed away as a result of a lingering condition from his military service in Vietnam. Ironically given the patriotic nature of the man, he passed on July Fourth.

Norm was a true friend to the industry, always available with advice and information for his colleagues. Norm specialized in safes and safe work, owner of Schamp's Enterprises since 1979 with his wife, writer for *The National Locksmith*, Shirl Schamp.

Shirl says, "When we got married, Norm knew all the high security stuff and I knew all the junk stuff. When you put us together, we knew everything about locksmithing."

Norm taught safe opening classes for organizations all over the United States, and assisted Shirl in teaching automotive seminars.

Shirl notes, "Norm brought a safe dial into the room on the first

night of our honeymoon. I said, Norm what do you think you're going to do with that? And he said he was going to practice manipulation. I said, you have to be kidding. He replied, don't worry... I brought one for you too."



Norm Schamp was a good friend to the industry, *The National Locksmith*, the NSO and to countless individuals. We will miss him.



all about their rights and control. Are they all like that?

Virgil Ertle  
Indiana

## Credit Card Info

In the September Issue of *The National Locksmith*, I submitted a Technitip for accepting credit cards from customers without having to lease or purchase equipment. The phone number I gave was for existing accounts. Here is the number to set up new accounts with "NOVA ARU" 866-548-6826.

I'm sorry for any inconvenience this may have caused anyone.

Carol Oar  
Oregon

## Cannonball Hinge Help

Our local bank has a large Hibbard, Rodman, Ely Cannonball safe. I am having trouble adjusting the door. We adjust it and it works fine for a while then it gets out of whack again. Any suggestions from anyone?

I can be reached by fax at: (712) 324-2233.

Don Huisman  
Iowa



**The National Locksmith**  
1533 Burgundy Parkway  
Streamwood, IL 60107  
Attn: Editor

## Shark Bait

I recently followed up on a credit card service that was advertised in *The National Locksmith*. I thought that offering the service to my customers would be a stimulus for business. I read the contract carefully and in the end had nearly four pages of questions. The contract was like voluntarily signing up for a shark attack. I decided I could not sign.

There was nothing about the merchant having expectation of good or helpful service, but rather



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# SECURITY

DROP IN FOR TOOLS,  
TECHNOLOGY & EQUIPMENT

# Cafe

## Strattec Launches Strattec XL Line

STRATTEC XL (Xtended Line) is a new product line that includes transponder and traditional keys, and other products. The STRATTEC XL brand delivers automotive OEM quality, expands STRATTEC's aftermarket product line and offers a stronger and more profitable program for distributors and locksmiths.



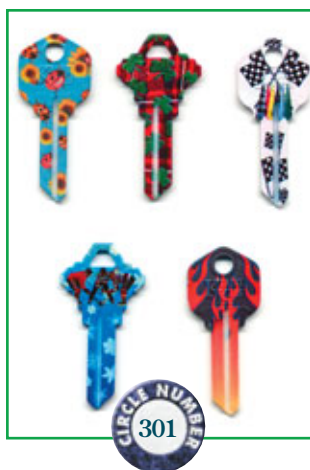
STRATTEC XL keys are designed and manufactured using the

same quality components and exact specifications of its OEM line of products, resulting in an aftermarket automotive key product that has the look and feel of the original equipment manufacturer. It is backed by STRATTEC's industry-leading sales support, customer service and product training.

The initial roll out of STRATTEC XL Automotive Keys will include more than 30 sku's, offering car models from the major import lines: Honda, Mazda, Nissan, Toyota, Mitsubishi and Hyundai, plus many other domestic-built models. With this addition to STRATTEC's product line, they are able to cover 90 percent of the replacement key market for distributors and locksmith customers.

## Klassy Keys

It's been three months since Klassy Keys presented its Keys of Freedom to the American public, and they have "waved" the industry. With the new year will come five new designs, which have been the most requested through the past months. Klassy Keys will introduce the Flame design for those who appreciate custom cars and motorcycles, as well as the crossed Checkered



Flags and colors, which should appeal to racing fans all over. As promised, the new Hockey design will round out the American Classic Sports keys, while the ladies will find the Ladybugs and Sunflowers very pleasing to the eye. Last but not least, the Irish plaid design dotted with shamrocks will catch the eye of many a laddie and lass.

## Perma-Vault Rotary Depository Hoppers

Perma-Vault Safe Corporation has four



rotary depository hopper safes, which are available with digital electronic locks

and audit trail capability. The units range in size from outside dimensions of 13" x 8-1/4" x 11-3/4" and inside dimensions of 6-1/2" x 8" x 11-1/2" to outside dimensions of 34" x 12" x 12" and inside dimensions of 17" x 11-3/4" x 10-1/2". Made in the U.S.A. from heavy gauge steel, the Class B units have an anti-fish baffle to deter removal of contents from the hopper opening, yet still maintain a large hopper opening (2-1/2" x 5-3/4" x 10-1/8") for ease of use.

## Videx CyberLock® Intelligence in Padlocks

Videx announces CyberLock Electronic



Padlocks. CyberLock brings key control and an audit trail of every opening to padlocks. A standard padlock can be quickly converted into a full-functioning access control system by replacing its mechanical cylinder with a CyberLock electronic cylinder.



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Up to 1/4" Horizontal adjustability for proper alignment.

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New smooth-spinning combination padlock in assorted colors

**No. 1500 Combo \$2.99**  
World's best selling combination padlock. Black dial.



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**IL-7015SC \$4.95**  
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## Continued from page 10

This electronic padlock system consists of the pickproof CyberLock cylinder in a padlock, a CyberKey® that cannot be duplicated, and CyberAudit® access control software. Access privileges and battery power are located in the key.

Each time the CyberKey opens a padlock a record of the user ID, date, and time is stored in both the lock and the key. A key can be set to automatically expire within minutes, hours, days, months, even shift-by-shift. In addition to padlocks, CyberLock cylinders can be installed on safes, server cabinets, and doors throughout entire facilities.

## DORMA ED700 Low Energy Operator

The ED700 low energy operator can be customized to fit single



door widths up to 48 inches (121.9 cm) and door pairs up to 99 inches (251.5 cm) wide with a maximum weight

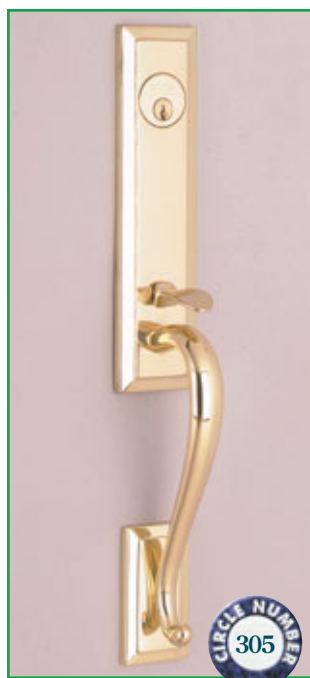
of 200 lbs (91 kg) per panel complete with correspondingly sized headers. Its field-adjustable design permits left-hand and right-hand configurations and either push arm or slide track installations.

DORMA's innovative Touch Control System (TCS) improves safety by immediately reducing force if the door hits an obstacle during the opening cycle. Similarly, obstruction during the closing cycle causes the operator to reopen the door.

The operator's advanced control board offers dedicated inputs for all common sensors and has a built-in lockout relay for swing side presence sensors, a feature that reduces complexity and costs. The operator may be activated with a wall switch or wireless transmitters. Additionally, a standard push-and-go feature, when turned on, automatically activates the operator when a person begins to open the door manually.

## Marks USA Full Lifetime Warranty

Marks USA introduces their Gold Seal Collection of decorative entry locksets in its Lifetime Warranted Finish. The finish warranty provides the elegance of bright brass without the risk of



tarnish or corrosion. All locksets have a full lifetime mechanical warranty as well. This broad line of good-looking entry locksets includes ten handles, sixteen knobs or levers with complimentary interior designs.

## Monarch Coin & Security

Monarch Coin & Security has added to its stock a two-piece extended key blank. This



eliminates the hassles of having a tubular key cutting machine to accommodate the extra length of the key bow. The brass tubular stem is first chucked up in any tubular key cutter. Once satisfied with the cuts, the threaded end is screwed into the knob and the brass pin in the knob is driven in to lock it into

place. Ideal replacement for the hard to get at Greenwald Hide-A-Key coin boxes.

## Rixson Specialty Door Controls with Patch Fittings

Rixson Specialty Door Controls has announced a new installation option for center-hung closers and pivots. New patch fitting packages, which can be



used with a heavy-duty floor closer or shallow depth floor closer and a light-duty pivot. Patch fittings are metal clamps that attach to the bottom and top of full glass or Herculite® doors and act as a closer arm or top pivot arm.

The *Model 428 Heavy-Duty Floor Closer with Patch Fittings* is a single-acting floor closer with three separate and independent checking valves: latch, closing and back check. The Model 428 can carry doors up to 350 pounds. The *Model 5040 Shallow Depth Floor Closer with Patch Fittings* offers an option for doors up to 250 pounds, where traditional

floor closers won't fit. The Model 5040 offers many of the same features as the 428. *Rixson's Model 178* is the choice for lightweight doors up to 175 pounds. This single or double-acting, center hung pivots with patch fittings features a walking beam top pivot that can be mounted into aluminum, hollow metal or wood frames.

### Ilco Replacement Knobs

Kaba Ilco Corp. offers a line of replacement knobs for older mortise locks, which are ideally suited for use in the renovation of older homes or to blend with any décor. These knobs are offered in three popular styles. Choose from the classic glass knob, solid brass or the economical metal brass plated knob. Installation is easy and knobs are packed with a threaded spindle and set screws.

### Numberall's Free Ruler Simplifies Marking Measurement

A unique Impression Length Ruler which aids customers in determining the proper character sizes that best suit their marking requirements is now available from Numberall Stamp & Tool Co., Inc. This gage facilitates determination of the impression lengths directly in the areas to be marked,

without the need of a separate ruler and accompanying calculations.

The easy to use ruler contains 18 separate scales corresponding to Numbering Heads on one side and 11 scales corresponding to Typeholders on the reverse. The scales are printed in actual character sizes and styles to further assist in the selection process.

### Klein Tools Cordura® Tape Measure Pouch

Klein Tools has recently introduced a tape measure pouch designed for trade professionals. The tape measure pouch is part of the Klein® PowerLine™ Series.

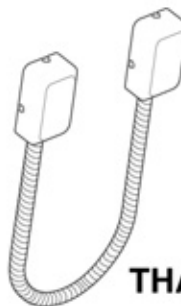


The new tape measure pouch holds most 35' tape measures, fasteners, nails or wire nuts. Two inside elastic loops fit screwdrivers, pencils, markers or other

**Continued on page 16**



## KEEDEX Armored Door Loops



More sizes: 1/4" & 3/8".

More lengths: 18, 24",  
30", 45" & 60".

More colors: Aluminum,  
Duro, Gold, Black & White.

**THAN ANY OTHER BRAND!**

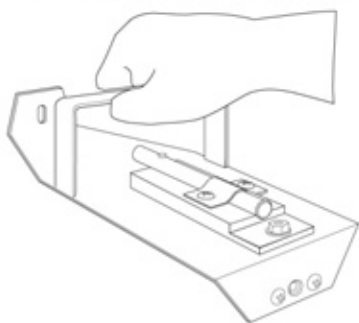
**Now Available: Keedex K-DS  
All Stainless Steel Door Loop.**



## KEEDEX Weldable Gate Boxes

With more than eighty different models available, Keedex has a solution for your gate lock installation. Keedex Weldable Gate Boxes are available for cylindrical locks, deadbolts, mortise locks, push-button locks, lever locks, hotel locks, electric strikes and more.

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# HIGH TECH COMPLETE SETS



\*Orders received before 2004 Items are ready will receive 2004 updates

**Super Pro Set:** Mega Deluxe Soft Case, Domestic Car, Truck, Van, and SUV Opening Manual, Import Car, Truck, Van, and SUV Opening Manual, Heavy Duty Truck, And Big Rig Opening Manual, Information Manual, Manuals On Cd Rom, 30 Chrome Tools, Specialty Tools, Truck Opening Tools, Wedgee Wedge, Heavy Duty Wedge, Strip Savers, Glass Man Frameless Window Opening System, Super Jack Tool, One Hand Jack Tool, Super Air Jack Air Wedge, Assorted Sure Grip Tips, Flexible Long Reach Tool, Mighty Max Stainless Two Piece Long Reach Tool, Wonder Shield, Super Strap Tool, Slim Jim, Training Video. **Item# SPRO-\$369.95**

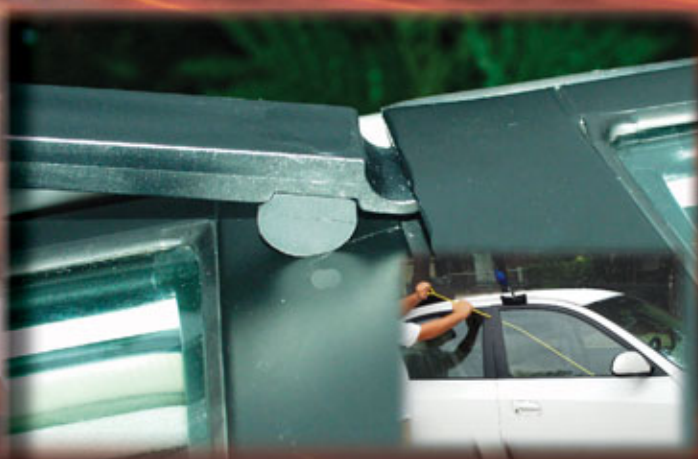
## Master Locksmith Super Set:

Mega Deluxe Soft Case, Domestic Car, Truck, Van, and SUV Opening Manual, Import Car, Truck, SUV Opening Manual, Information Manual, 30 Chrome Tools, Wedgee Wedge, Glass Man Frameless Window Opening System, Strip Savers, One Hand Jack Tool, Air Jack Air Wedge, Super Strap Tool, Slim Jim, Training Video. **Item# MLSSC-\$269.95**

## Value Set:

Standard Soft Case, Domestic & Import Car, Truck, Van and SUV Opening Manual, 12 Chrome Tools, 4 Wedges, Strip Savers, Super Strap Tool, Slim Jim, Training Video. **Item# AMVS-\$99.95**

# HIGH TECH JACK SETS



**One Hand Jack Set:** Shielded Quick Max Long Reach Tool, One Hand Jack Tool, Air Jack Air Wedge, Super Strap Tool, Carrying Case. **#OHJS4 \$59.95**



**Super Mega Jack Set:** Shielded Quick Max Long Reach Tool, One Hand Jack Tool, Super One Hand Jack Tool, Super Air Jack Air Wedge, Super Strap Tool, Carrying Case. **#SMJS4 \$79.95**

**1-800-323-8324**

**Upgrade any set with a Lightning Rod™ for \$34.95**



Continued from page 13

necessary items for the jobsite. The pouch eliminates extra trips back and forth from the job site.

Manufactured in the U.S. and constructed of double-layered 1,000 denier Cordura® Plus for long-life and strength. The new tool pouch provides exceptional resistance to abrasion, punctures and tearing. For greater durability, all seams are double nylon stitched.

The lightweight tape measure pouch has a tunnel loop that allows it to be positioned anywhere along the belt for convenience and comfort.

## CCL's SearchAlert™ Luggage Security Products

In conjunction with Travel Sentry™, a system recognized and accepted by the TSA, CCL Security Products' new SearchAlert re-settable combination lock was designed with a security feature that allows TSA agents, using a secured access device, the ability to open the SearchAlert lock without destroying the lock.

Once TSA agents determine that a piece of luggage needs to be hand searched following an electronic screening, the TSA agent will use the SearchAlert secured access device to open the



SearchAlert lock. This is the time when the Security Window will change color from Green to Red. The TSA agent will hand search the bag, place a TSA Notification of Baggage Inspection inside the bag, seal the bag with a TSA security seal, and relock

the SearchAlert lock. However, the Security Window will remain the color red indicating the lock has been opened and relocked.

In order for the SearchAlert lock owner to reset the Security Window from Red to Green, the owner needs to open the lock using the combination, pull the shackle up and rotate it 180 degrees, and push the shackle down. This resets the Security Window back to Green.

No charge samples for testing are available upon written, faxed or email request.

Be sure to include full name, name of organization, street address or P.O. Address, City, State and Zip Code.

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# Padlock TORTURE Test

The sun was setting on my ride home from work, while I was stuck sitting in road construction. I caught a glimpse of the final rays of sunlight glinting off the back of a plumbers work truck. Suddenly my sight was taken away when the padlock holding his doors shut was illuminated like Times Square. Driving half blinded by the padlocks reflection, I slipped on my favorite sunglasses to find relief. I swore revenge with an evil glint in my eyes and a padlocked chip on my shoulder.

As traffic started creeping inch-by-inch, I flashed back to my gym class locker room and all those cursed padlocks. I've never had good luck with padlocks, and this brief encounter finally let me know it was time to settle the score.

by  
**Sean Selby**

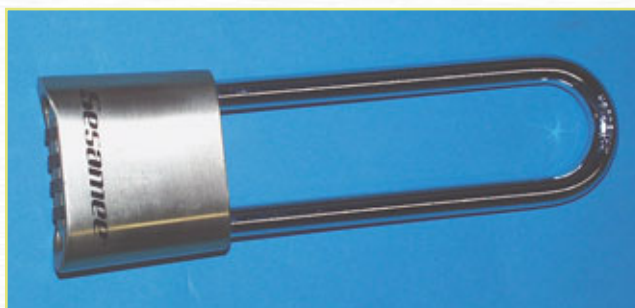
As I pulled into my driveway agitated and riddled with padlock revenge; the brown body cancer at the bottom of my doors made me cringe, and within that cringe an idea was born. I'll rust those bloody padlocks into submission, just like the cars in Chicago.

I went into my garage and spotted the white gleam of rock salt calling to me. After filling a 5-gallon bucket half with salt and half with water, I pitched ten of those nasty padlocks into the brine. In the mix were padlocks by EM-D-KAY, Sesamee, Master, American, Abloy, and Abus. Had I been sane at the time, I wouldn't have heard them laughing at me. I'll get them and their little dog too (Oh wait, wrong story). I needed to relax, so after that, I went inside and left the padlocks to meet Mr. Rust.

After a well-rested night spent dreaming of seized, whimpering padlocks, I awoke to find my nemesis crusted in a shell of salt. Laughing while pulling them out of their brine bath, I wickedly tried to open each. Jamming the keys into their caked keyways, to my horror each one opened. Next, I rotated the



**1. EM-D-Kay padlock before the test.**



**2. An innocent Sesamee long shackle combination padlock.**



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This enormous volume covers all combinations for padlocks up to the middle 1990's. **Blowout sale price: \$69.99**

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The nifty tackle box alone is more than worth the price.  
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This book covers tons of models into the late 80's complete with photos and instructions.  
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This book covers tons of models into the late 80's complete with photos and instructions.  
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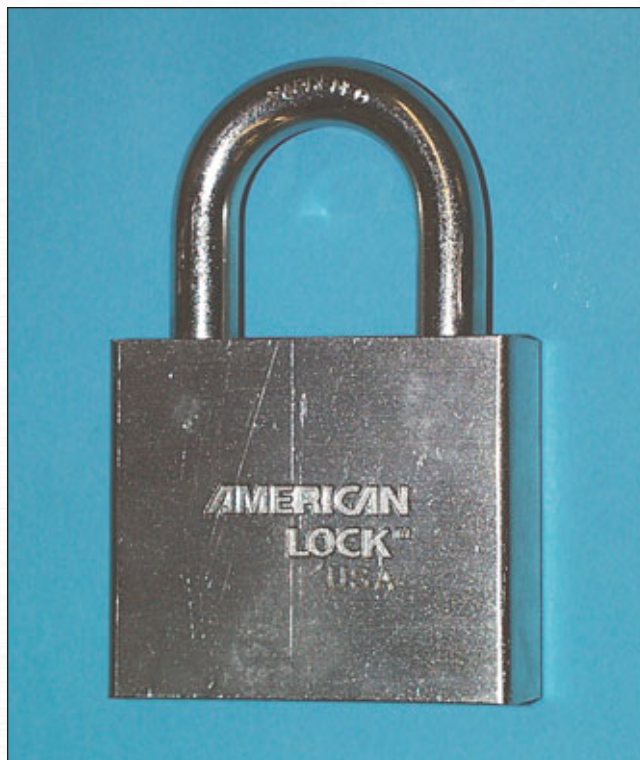
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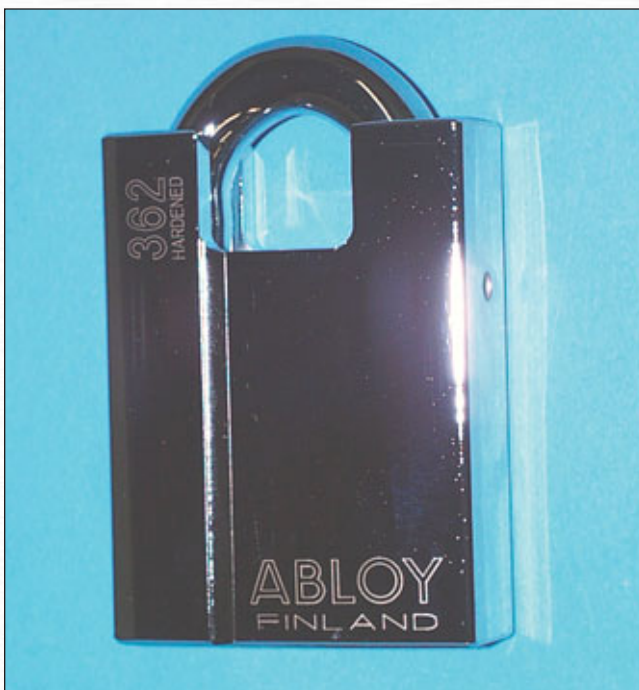




**3. This Master Pro-Series begs to be tested.**



**4. An American Lock padlock that laughs at our challenge.**



**5. Abloy's tougher than anything padlock.**



**6. A Sesamee short shackle combination padlock.**

wheels on the combination padlocks and again, each one opened. Score one for the now cackling padlocks, zero for the revenge bent author.

While muttering expletives under my breath, I slammed the padlocks against a workbench. The shell of salt broke off each padlock and sprinkled over my floor like a giant saltshaker was attacking my garage. I was so infuriated that my vision had gone red, ALL RED. Looking around at my garage for something even more destructive, a propane torch threw itself at me. With juvenile delinquent thoughts, I started to chant "Fire, Fire, Fire." Those padlocks will soon be crying "No Mas" "No Mas" as they faced Dante's inferno. I grabbed some lighter

fluid, the torch and all of those flipping padlocks.

After searching for a pit to start my bonfire, I found a safe place to set a blaze big enough for the padlock gods to notice. In an old metal paint tray they went as I gleefully set them ablaze. Ten minutes later with the torch turning them a lovely shade of glowing red, I realized they weren't being effected. In a half shriek and growl, I swore they weren't going to get the best of me.



I proceeded to put the torch away and grabbed the lighter fluid. Draining the can into the tray, the padlocks went for a swim. Little did they know it was about to become a lake of fire. With the flick of my trusted Bic lighter, the tray became a giant ball of flames and incineration. As a ball of fire erupted, I noticed that my neighbors had quickly shuttled their offspring into their house. Now I had to prevail to be able to explain my moment of temporary insanity to the panic stricken people next door.

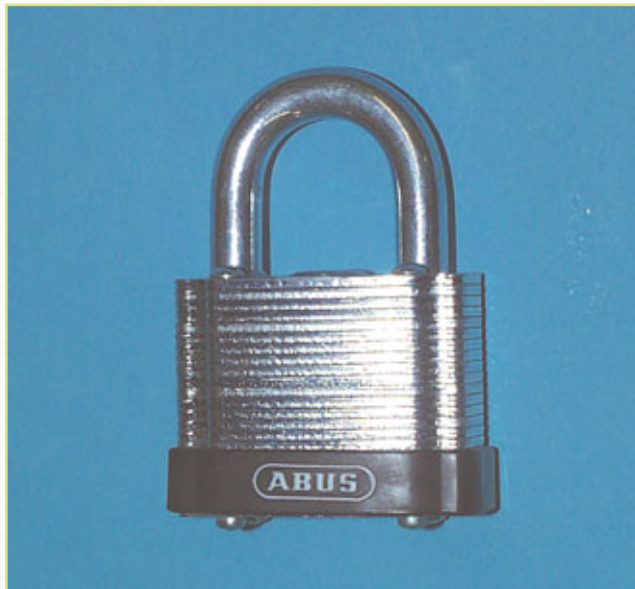
As the fire grew and engulfed the padlocks, I envisioned a molten lump of metal and a smile grew on my face. This is it! I've done it! Doing a ritualistic dance around the fire and repeating the words "Burn baby burn" the thrill of success was finally within reach.

After the flames had subsided, I looked into the tray and grimaced. The padlocks weren't a pile of metal mush liked I had hoped. Instead, just black-

*Continued on page 28*



7. Abus diskus.



8. Abus laminated.

## GATE, DOOR AND STORAGE SECURITY NEVER LOOKED THIS GOOD



**LOKK-LATCH PRO**

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◀ Lokk•Latch® PRO is the most sophisticated **privacy and security gate latch** ever devised. It is the latch that locksmiths and security businesses have been waiting for!

This quality, two-part latch **can be operated and locked from either side of the gate!** Lokk•Latch PRO is uniquely constructed to work effectively in both residential and commercial gate applications. The "External Push-Button Access" component of the Lokk•Latch PRO fits outside the gate post to provide convenient, street-side access. Both parts of the latch use a 6-pin "key-in-knob" style lock cylinder. This can be keyed-alike, maison-keyed, master-keyed, or replaced with high security cylinder systems such as Abloy, Assa, Kaba, Medeco, Mul-T-Lock or Schlage Primus... Tough, polymer housings and stainless steel components assure a reliable product that is free of rust and staining.



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◀ Forté HaspLock (3 models) is designed for all types of storefront, door, gate and storage locking, either as add-on security for existing locks or as primary locks.

◀ Like the HaspLock, Forté PullBolt (2 models) uses a standard 6-pin "key-in-knob" style lock cylinder which can be keyed alike, master-keyed, maison-keyed or replaced with high security systems such as Abloy, Assa, Kaba, Medeco, Mul-T-Lock, Schlage Primus...

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Main opening window of InstaCode.



Transponder information.

If you haven't seen InstaCode 2004, you haven't seen InstaCode!

**New for 2004...**

- Included master key module allows you to design a grand master system and send it right to your electronic key machine.
- Add your own code series
- Add your own code cards
- Cad cam graphics of keys show Depth & Space
- More vehicle openings
- New code series

**Additional features...**

- Free internet updates mean no waiting for new codes & features
- Transponder programming info onboard
- Vehicle look up by make, model and year
- ASP part numbers and labor times

**Order by March 31, 2004 and receive the Master Key Module FREE!**

**April 1, 2004 and after, the module costs \$200.00 additional.**



Toyota 4 Runner graphical layout.



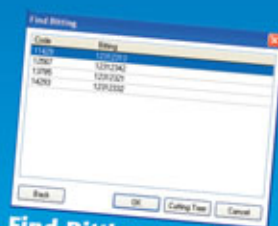
Opening instructions.



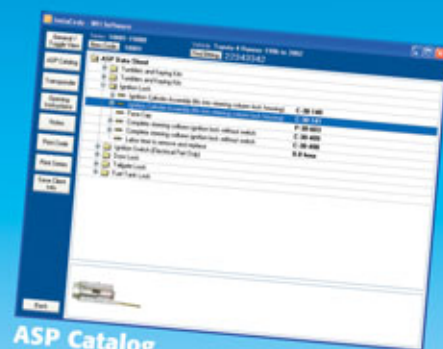
Find Bitting window.



Cutting Tree.



Find Bitting results.



ASP Catalog.



Notes info.

**You deserve the best...**

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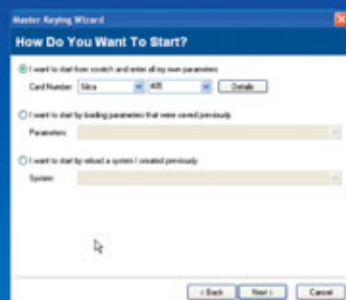
# InstaCode 2004 includes our new Master Key Module

**Design a grand master system and send it right to your electronic key machine!**



Create a Master Key System, first window.

Main permutation.



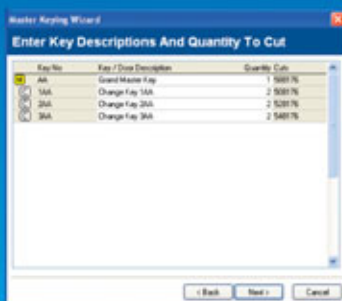
How do you want to start?



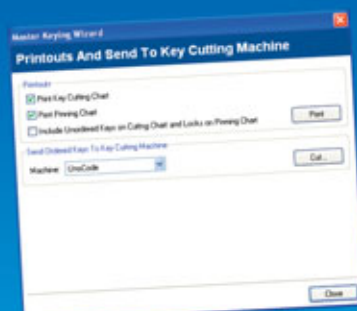
The solution.



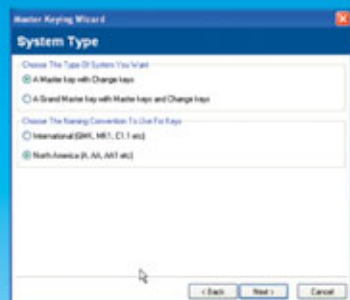
Modify parameters.



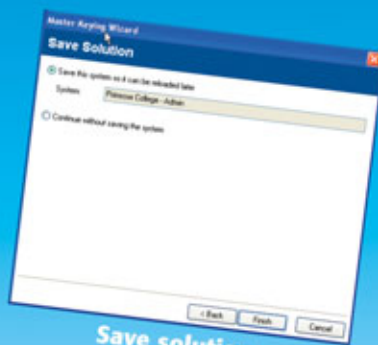
Key descriptions and quantities to cut.



Printouts and send to key cutting machine.



System type.



Save solution.

**M**aster Keying has never been easier!

InstaCode now offers this great new feature — Master Keying! Follow the wizard to create a single level system or grand master key system for 4, 5, 6 or 7 pin.

Once the wizard has created your master key system, you can give a name/description for each one of your keys, then generate reports for both key cutting and pinning charts. You can download your key bittings to your electronic key machine directly from InstaCode. For future use — your master key system can be saved.

InstaCode's master keying is built on technology from ProMaster 5.

W.H. Software

**Learn more**

**...You deserve InstaCode!**

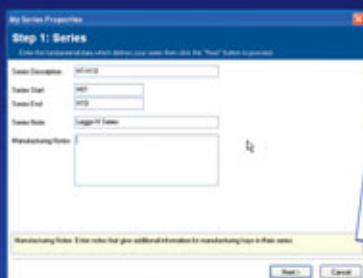


# Now add your own code series and cards!

**Adding your own information to InstaCode is now simple and fast.**



Opening window to add series.



Adding series.



Manufacturers.

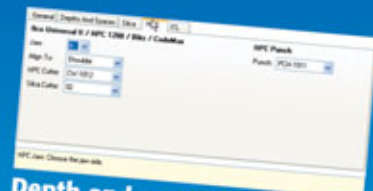


Depth and space information - General property sheet.

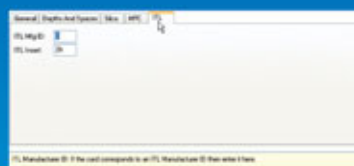


Depth and space information - Depth and space property sheet.

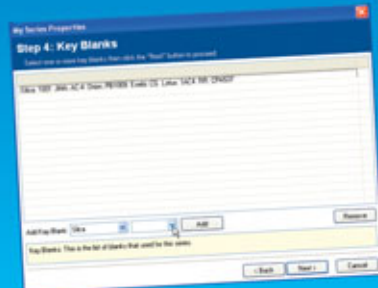
Depth and space information - Silca property sheet.



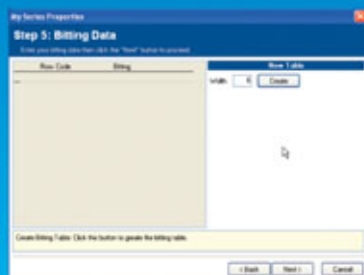
Depth and space information - HPC property sheet.



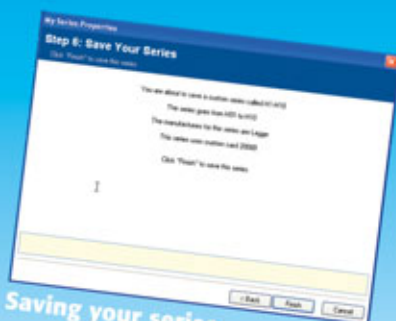
Depth and space information - ITL property sheet.



Keyblanks.



Bitting Data.



Saving your series.

**H**ave you collected some codes of our own? Or do you wish to design your own code card?

Now it's easy as 1-2-3!

Simply open a window to add your own code series into your program. Add the data you wish to be included. Then select the appropriate manufacturer, and include space and depth information.

You can add any details you need to operate your electronic code machine. Then simply confirm your addition to save your data. Voila! You've just customized InstaCode to add whatever information you wish.

With this feature, new for 2004 InstaCode becomes even more flexible and powerful for you, making it the most useful locksmith software in history.



Confirmation to save series.

W.H. Software





# InstaCode 2004 puts the power in YOUR hands!

**The feature list goes on and on.  
How does your software compare?**

FEATURE	InstaCode	The Competition	FEATURE	InstaCode	The Competition
<b>SEARCH OPTIONS</b>			<b>FUNCTIONALITY</b>		
Code number	✓	?	Add your own code series	✓	?
Manufacturer	✓	?	Make your own code cards	✓	?
Model and year	✓	?	Master keying Module included	✓	?
Key blank	✓	?	Build a grand master keying system and download it to your electronic machine	✓	?
Card	✓	?	Password protection available	✓	?
Lock type	✓	?	Sort key blanks into desired order for display	✓	?
Search on any combination of criteria	✓	?	Find partial bitting	✓	?
<b>DATA</b>			Progression chart to eliminate wastage	✓	?
6000 series • 2.5 billion codes	✓	?	Shows picture of cut key	✓	?
99 key blank manufacturers	✓	?	Stores key hook for each key blank	✓	?
Key blank cross reference	✓	?	Stores client information	✓	?
Key blank profile pictures	✓	?	Stores user notes against each series	✓	?
Key blank pictures	✓	?	Supports laser and plunge cut keys	✓	?
Vehicle opening instructions	✓	?	Your choice of display units (inches or mm)	✓	?
Transponder programming instructions	✓	?	Select manufacturer, model, key blank, etc from list by typing in first few characters	✓	?
Complete ASP catalog with color pictures	✓	?	<b>PRINTING</b>		
Airbag safety instructions	✓	?	Print HPC Cards	✓	?
Lock wafer positions	✓	?	Print a whole series	✓	?
<b>ELECTRONIC MACHINES</b>			Print the current code and it's data	✓	?
Silca UnoCode	✓	?	Configurable printer and printer paper tray	✓	?
Silca UnoCode 299	✓	?	Choose letter or A4 size paper	✓	?
Silca UnoCode 399	✓	?	<b>THE SOFTWARE</b>		
Ilco UltraCode	✓	?	Cad Cam drawing of key graphically shows depths and spaces	✓	?
ITL 9000	✓	?	Intuitive user interface	✓	?
ITL 950	✓	?	Live updates from the Internet	✓	?
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ECM 200	✓	?	Microsoft Windows application	✓	?
<b>MANUAL MACHINES</b>			Licensed to run on 5 machines in the same office	✓	?
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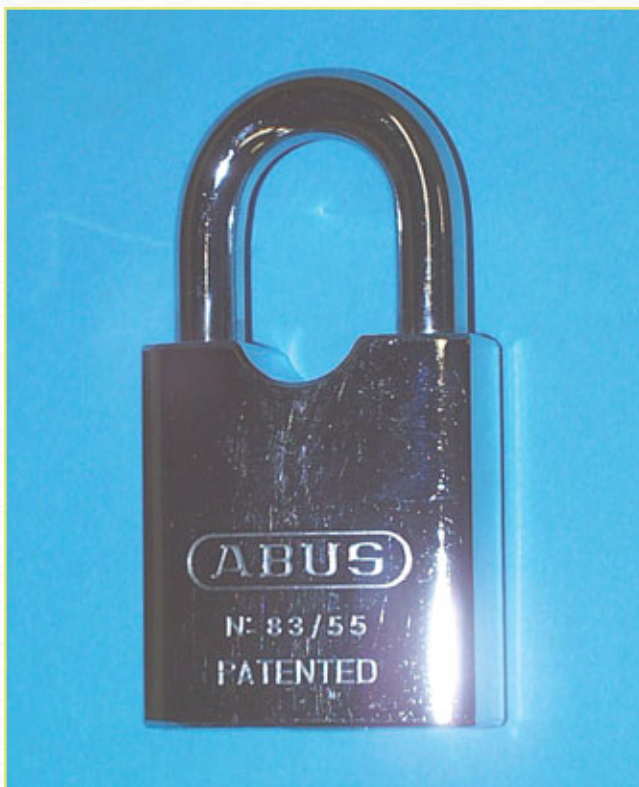
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**9. Abus square steel padlock.**



**10. American padlock.**



**11. The padlocks go for a swim in a salt bath.**

ened like chunks of charcoal. But, would they open?

With a garden hose I sprayed the charcoal crusted padlocks off. After the steam dissipated I inserted a key in each and every time heard the most awful sound... Click! But what about the combination padlocks... Click! How could this be? It was now me that was turning a lovely shade of glowing red.

I was, however, not ready to accept defeat, as another brilliant thought came running through my skull. Just like the winters in Chicago, I'll introduce them to the ravages of a deep freeze. That's sure to put a little starch in their collar.

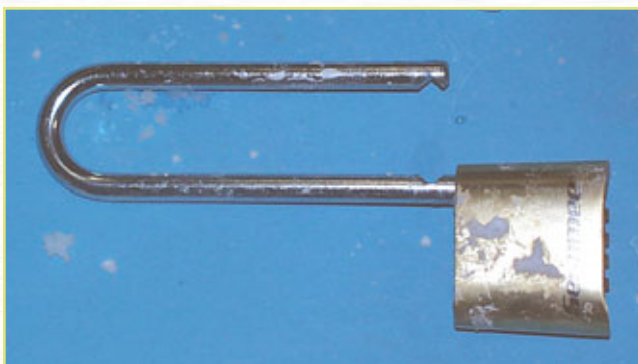


**12. Group salt shot.**

Grabbing a carwash bucket and filling it with water, I chucked the padlocks in and set the bucket in my freezer. "Take that you detestable padlocks," I shouted as I closed the door to the freezer.

Upon opening the freezer door a few days later, a gush of frost engulfed my head. Encased in a giant cube of ice, I would have sworn I saw those padlocks shivering. This time I was going to win. Turning over the bucket and giving the bottom a few quick taps with a hammer, the ice fell out of the bucket and onto the driveway. With the hammer poised over my head I went to work on seeing if the padlocks had made their compromise and decided that, yes, it was their turn to experience failure. Chipping away at the ice with a glimmer of hope, I slowly retrieved each from its ice grave. I shoved the keys into each and wouldn't you know it, not one failed. Then I tried the combination padlocks, and not one failed.





**13. Sesamee passes the salt test.**

Maybe the shock of cold to hot would make them quit. I grabbed the torch and went to work, praying for at least one to bust. None did.

I could no longer take it. I had to do something, something even harsher. Something quick and even more painful. I looked around my garage for something and there it was, my trusted bolt cutters and sledgehammer. Oh, it was going to be a glorious day after all.

I started in on the smaller padlocks, the ones that looked like a playground bully would pick on. With my 4-foot bolt cutters in hand and a 1/4" shackle in the jaws, the shackle finally gave into the pressure and snapped. My heart almost



**14. An American padlock passes the salt test.**

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**15. Salt test survivors.**



**16. Fire test.**



**17. Things are really heating up.**



**18. The charred remains.**

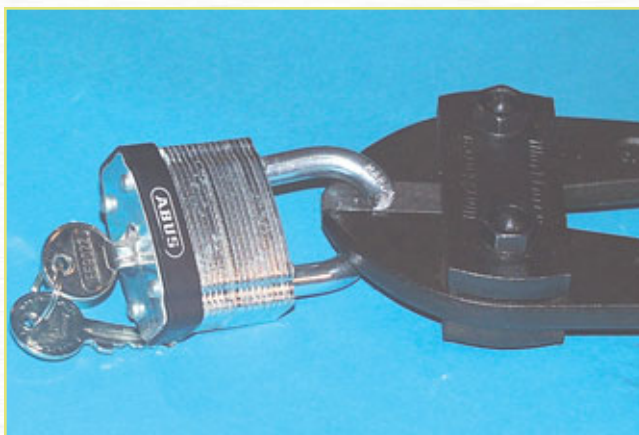


**19. Ice test.**



**20. EM-D-Kay bolt cutter test.**





**21. Abus bolt cutter test.**

stopped. Yes! I am King of the world. On to the 5/16" shackled padlocks. Nestled in the vicious jaws of the bolt cutters the pressure was on once again. Requiring noticeably more brute force, that sweet sound of "snap" was soon ringing in my ears. My heart was now doing the jig. For the first time that week I felt like it wasn't all in vain. Or was it? Next up were the heavyweights.

The 1/2" shackle padlocks on up proved to be a real challenge. They just wouldn't cut, no matter how I tried. I did everything, but no matter what, they weren't going to give in. After an hour of trying I finally tossed in the towel.



**22. Not intended to withstand 4-foot bolt cutters.**

Aggravated and really in need of some stress relief I grabbed the sledgehammer and started to pound the snot out of the padlocks. They showed only a few dents to let me know they weren't going to succumb to my mayhem. I could hardly believe it. All the work and all the attempts to profusely punish and destroy these padlocks, and what did I have to show for it? A few dents and a few cut shackles that are not designed to withstand a 4-foot pair of bolt cutters in the first place. I was baffled and stumped. I didn't

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**23. Abloy and American defeating the 4-foot bolt cutters.**

want to believe that a grown man like myself was going to be beaten out by a few padlocks.

I went to my shrink and told her the whole story. Told her all about how the padlocks laughed at me, and how they wouldn't give in, despite my swearing and my blood sweat and tears going into torturing them. Not knowing when to shut up, my shrink obviously took this as my mental collapse and checked me into a peaceful place where I'd be able to finally relax. After a few hours of waiting, the nice shrink told me I was due for a vacation. A few minutes later she escorted me with two strapping security guards to a padded room. I'd been duped one last time by those padlocks. Never thinking that they'd end up driving me over the edge, but alas they had. As I was put in my room for my long deserved "vacation" the nurse grabbed a large ring of keys and PADLOCKED me in for the night. I swear when I get out I'll get my revenge on those padlocks if it's the last thing I do.



**25. American sledgehammer results.**



**26. Withstanding every attack and still standing.**



**24. EM-D-Kay battered and bruised. It took amazing abuse and survived everything but the 4-foot bolt cutters, not designed to defeat.**

What's that Mr. Padlock? Are you laughing at me?

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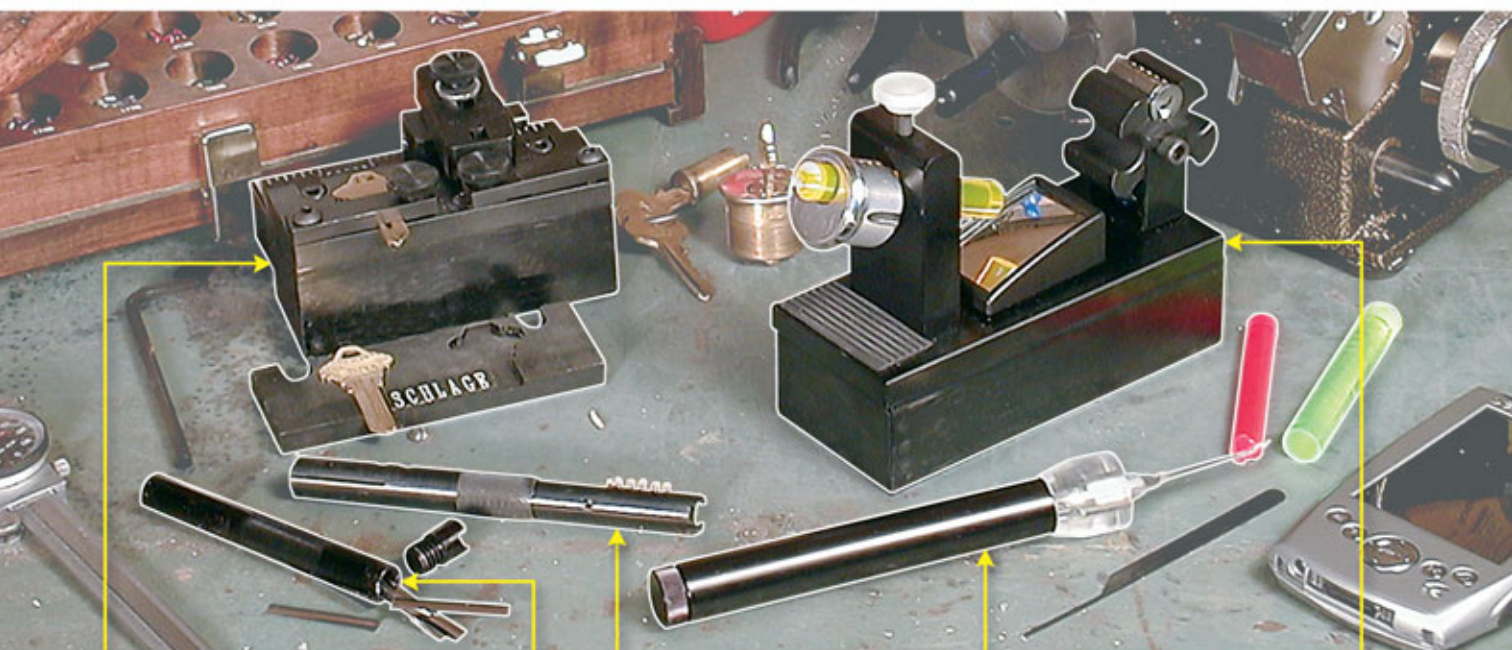
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# QUICK ENTRY UPDATE



by  
Steve Young

TECH TRAIN  
PRODUCTIONS

## 2003 Mitsubishi Outlander

**D**espite the protests of the so-called “Environmental Lobby,” the Sport Utility Vehicle (SUV) segment of the American automotive market is not only the fastest growing, but also the most profitable segment of the entire industry. Many factors have contributed to this growth, not the least of which is the fact that SUVs simply do a better job of hauling people and cargo than most sedans and station wagons. The fact that they also avoid the bland appearance of mini-vans is another plus. In fact, SUVs have practically replaced the venerable station wagon as the hauler of choice in much of suburbia.

The SUV is generally cheaper to build and commands a higher profit margin than almost any type of vehicle. As a result, they have become the “cash cow” of almost every automaker working in the American market.

The new Mitsubishi Outlander is typical of the new generation of SUVs appearing in on our streets. (See *photograph 1.*) It's based on a passenger car platform and is more at home on the highway than in the woods. The Outlander incorporates all of the safety devices that you would expect in a new vehicle including cable-



1. 2003 Mitsubishi Outlander.

2. The TT-1019 tool  
is inserted near the back  
of the rear door.



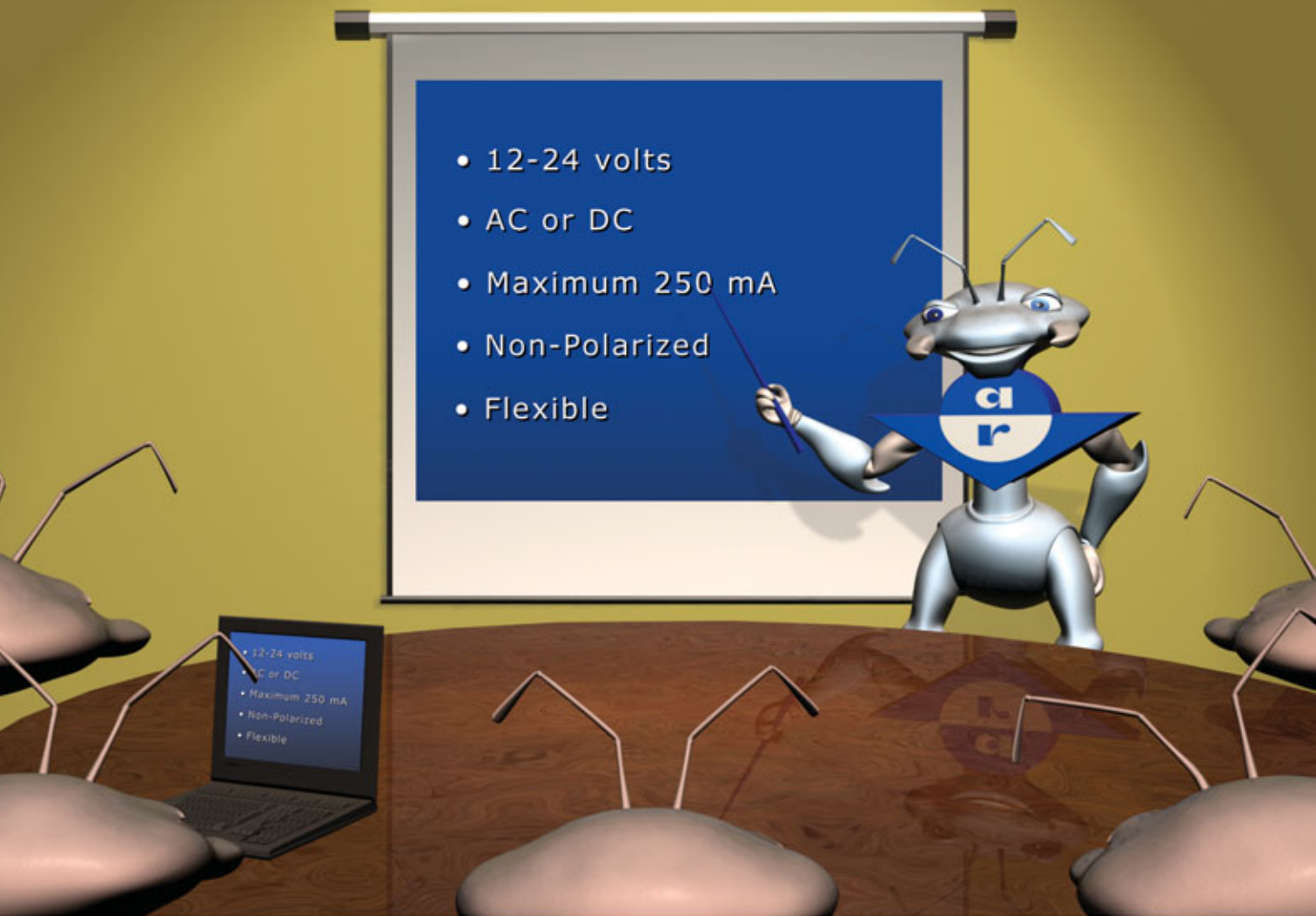
3. Care must be used  
to prevent damage  
to the multi-layer  
weather-stripping.

*Continued on page 36*

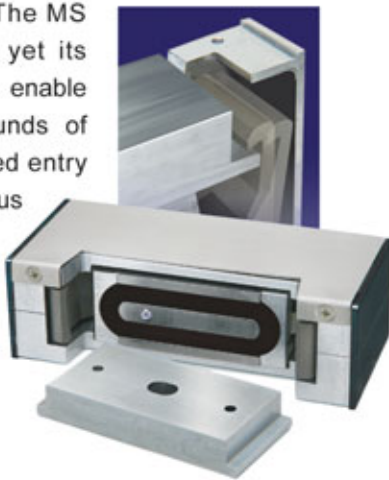


# Lesson #3

## Special Applications? Yes. Everyday Use? Absolutely.



**Let's Review:** In Lesson #1 we learned that size does not equal strength. The MS Maglock is very compact, yet its mechanical steel mandibles enable it to withstand 4,000 pounds of force in the event of a forced entry attempt. Lesson #2 taught us that lighter weight makes for faster and easier installation. Now let's consider power and flexibility. The



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operated door locking and latching mechanisms. The real surprise is that the cable-operated systems are only used in the front doors, while the rear doors are equipped with more traditional linkage rod systems. This makes the job of unlocking the Outlander much easier than if it were equipped with cables on all of the doors like its big brother the Mitsubishi Endeavor.

The cables used on the front doors virtually eliminate the possibility of unlocking those doors with traditional inside the door tools. An “under the window tool” can be used on the front door, but the fit of the weather-stripping is relatively tight, so I prefer to attack the rear door. The linkages on the rear door are unprotected and can be attacked easily with the Tech-Train 1019 tool. (See *photograph 2*.)

I designed the TT-1019 tool back in 1995 to unlock the Chevrolet Astro vans through the front door. (Previously, we had been using the TT-1004 and the TT-1012 tools to exploit a weakness in the rear doors of the early Astro Vans.) The design of the TT-1019 tool incorporates an index mark to indicate how deeply the tool should be inserted into the door. On the Astro, using the index mark positions the tip of the tool between the upper and lower horizontal linkage rods so that the hooked end of the tool can be used to grasp the upper linkage rod. Much to my surprise, I found that the index mark also works perfectly on the Outlander when the tool is used on the rear door.

To unlock the Outlander, begin by wedging open a gap between the weather-stripping and the window glass above the outside door handle on the back door. Like all new Mitsubishi

### Quick Reference Guide

Vehicle:	side)
2003	
Mitsubishi	Lock System:
Outlander	Mitsubishi
	8-Cut System
Direction of	Code Series:
Turn:	30010-3200
Counter-	9
Clockwise	
(passenger	Key Blanks:

products, the Outlander is equipped with multi-layer weather-stripping on all doors that can be damaged if it is not treated properly. To protect the weather-stripping, I insert a small plastic card between the glass and the weather-stripping. (See *photograph 3*.)

Next, I insert the wedge between the plastic card and the glass, pulling the card out after the tip of the wedge is below the level of the deepest lip of the weather-stripping. If you do not take steps to protect the lower layer of weather-stripping, it will roll under your wedge. This will restrict the movement of your tool and could damage the weather-stripping. I also use this technique as I insert the tool into the door to prevent the tool from rolling the weather-stripping as well.

Once the gap has been established, the TT-1019 tool is inserted into the door and lowered until the index mark is even with the top of the weather-stripping. (See *photograph 4*.) At that point, the handle of the tool is rotated so that the tip of the tool will be pointed toward the inside of the vehicle and then you pull up on the tool until it stops. When the tool stops, the end of the tool will be hooked onto the upper horizontal linkage rod. Twisting the handle of the tool toward the rear of the truck while continuing to pull up will cause the tool to grip the linkage rod and move it forward to unlock the door.



**4. Insert the tool until the index mark is even with the upper edge of the weather-stripping, then grip the upper horizontal linkage rod and move it forward.**



**5. Inside the door, you can see how the tool grips the linkage rod in order to move it forward an unlock the door.**

*Photograph 5*, shows the inside the door, where you can see that the linkage rods are totally exposed near the rear of the door. As you can see, the TT-1019 tool grips the upper linkage rod near the center of its exposed length. Notice also that the upper rod is located at about the same depth as the outside door handle.

If you are using a tool other than the TT-1019, the linkage rod can be located by feel by probing in the correct area. Or, you can use an inspection light to visually locate the linkage rod.

The construction of the front doors and the frame around them is very substantial on the Outlander. This allows you to also use the Jiffy-Jak Vehicle Entry System on the front doors of this vehicle as an alternative. Using the TT-1019 tool is so quick and easy however, that I much prefer using it rather than the Jiffy-Jak on the Outlander. **TNL**



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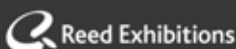
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# 2001 HONDA CIVIC



by  
Michael Hyde

## PART 1



**1. One of the most popular cars sold. The 2001 model was redesigned and now is equipped with a transponder system. Previous models of the Civic did not have the transponder system in the U.S.**

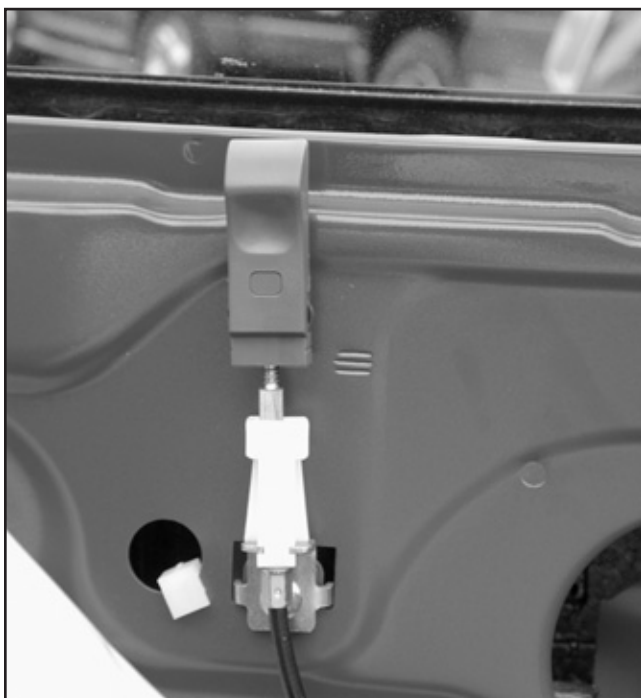


**3. I used a good window wedge and a car-opening tool from High Tech Tools.**

**4. The inside locking button has a slight slope to it and may be a little slippery when trying to raise it.**



## IGNITION LOCK



**2. The Civic has a pretty good door locking system. It uses a cable instead of a metal rod.**



**5. The ignition lock cylinder is the roll pin type. It seems all the Honda models with a transponder system are all roll pins. Before transponder models all Honda's were easier with the active retainer.**

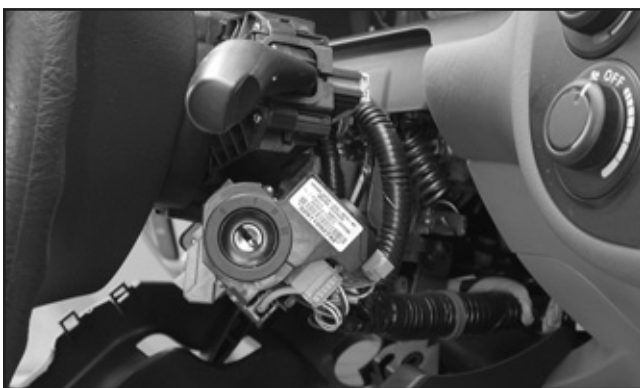




**6. The ignition lock housing is secured to the column by two shear-head bolts. To service the lock cylinder you will have to remove the plastic shroud. There are three screws to remove.**



**7. The first piece to remove is the top portion of the plastic shroud. Take care when unsnapping it not to leave tool marks at the seam that may be noticeable to the owner.**



**8. The bottom section of the shroud can now be removed from the steering column.**



**9. The ignition lock cylinder can be serviced without removing the whole housing assembly. First, remove the two screws on the lower side of the transponder coil antenna.**

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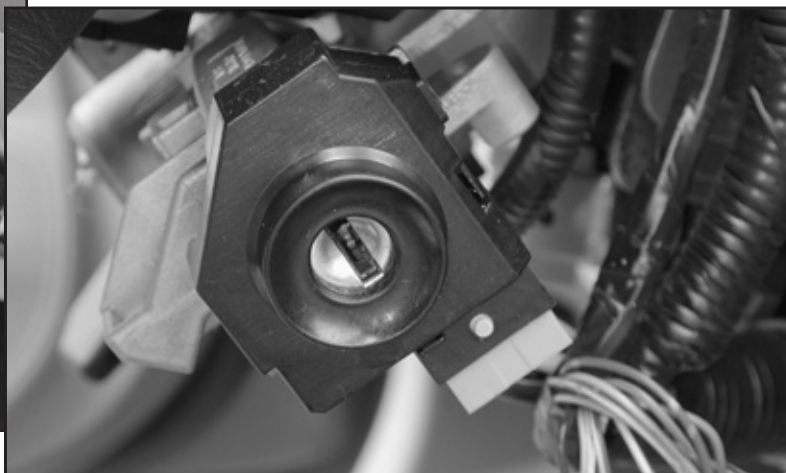
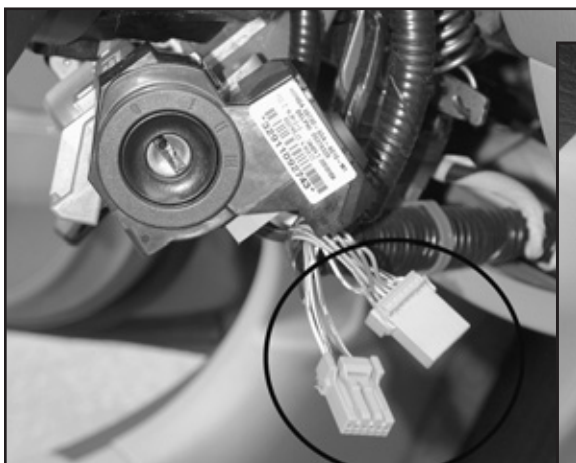
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**10. Next remove the screw on the topside and backside.**

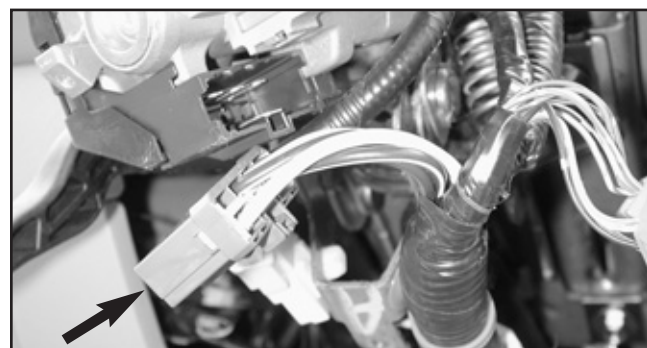
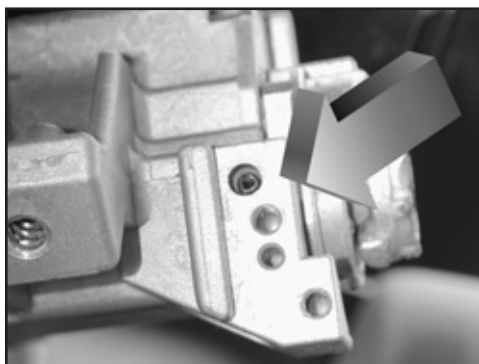


**11. Remove the two green transponder and buzzer connectors and then remove black plastic transponder coil antenna and buzzer switch.**

**12. The ignition lock cylinder is now exposed.**



**13. There is a roll pin on the side of the ignition lock housing that faces you.**



**14. Before going any further make sure you disconnect the electrical connector to the ignition lock housing.**



**15. I used a small file to insert into the center of the roll pin.**

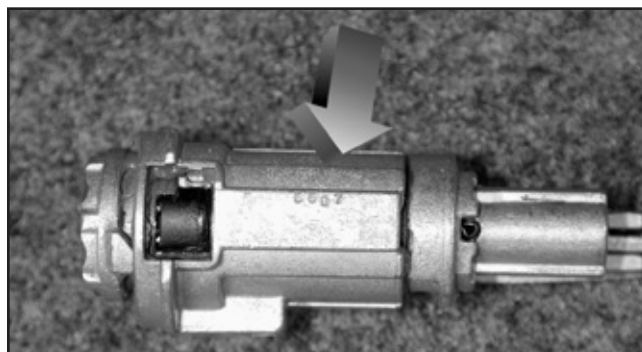




16. With the file inserted, simply pull the roll pin out.



17. The ignition cylinder removed from the housing.



18. There is a code number on the bottom side of the lock housing.



19. There is a roll pin on the backside of the cylinder plug that must be removed.

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## DOOR LOCK



**20. The ignition cylinder plug contains all eight tumblers for a complete key.**



**22. The door lock cylinder is part of the outside door handle.**



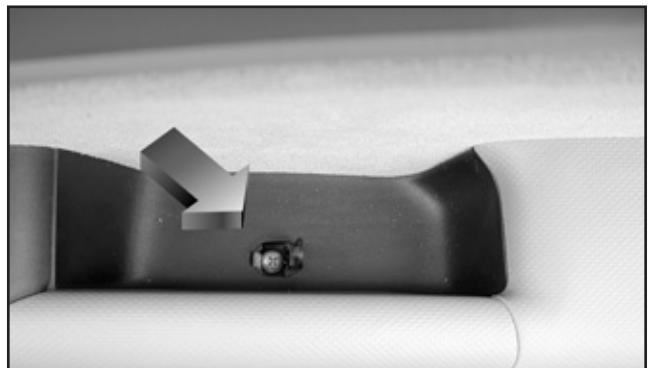
**23. To service the door lock cylinder you will have to remove the inside door panel.**



**24. Inside the little cavity where the inside door release is located is a cover that conceals two panels screws that must be removed.**



**25. To finish removing the inside release trim unit you will have to disconnect the linkage rod.**



**26. Located in the door pull cavity is another panel screw concealed in behind a trim screw cover.**



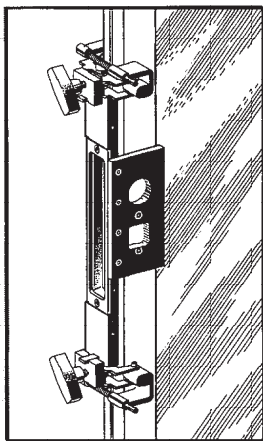
**27. Next to remove is the forward section of the armrest that houses the door window controls. Unsnap it from the front.**



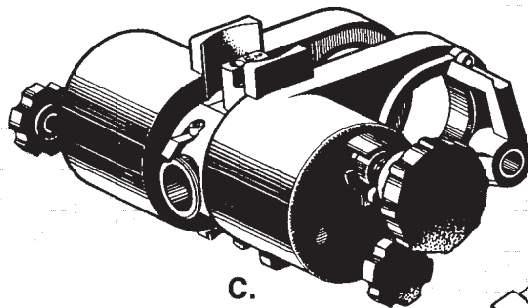
**28. Remove the last two panel screws.**

**Continued on page 44**

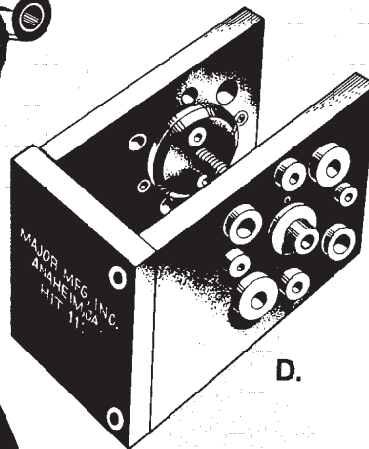




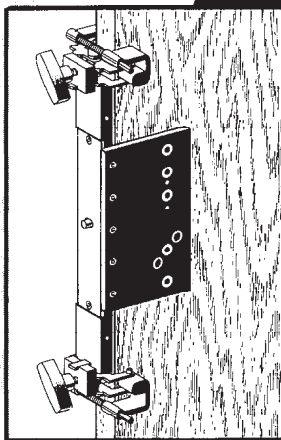
B.



C.

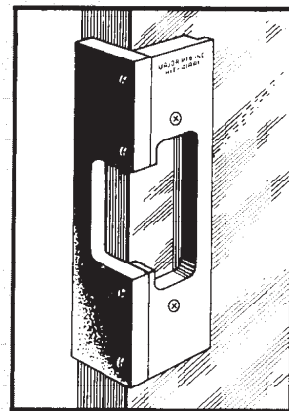


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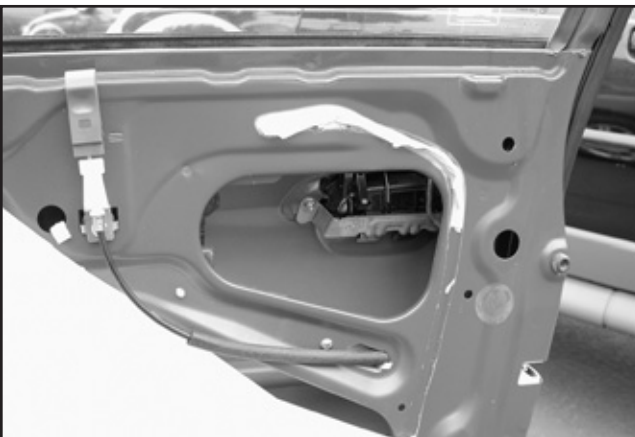
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**29. Before removing the door panel you will have to unsnap the upper door trim. It is shaped like a triangle.**



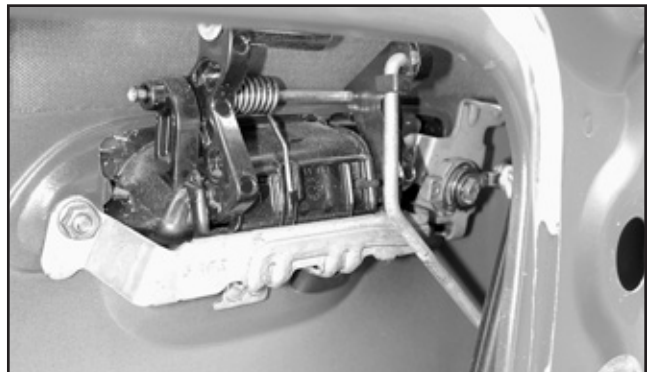
**30. Once you remove the door panel the plastic weather liner can be seen. Do not rip the liner out of your way. Peel it back nicely to preserve the integrity of the weather barrier.**



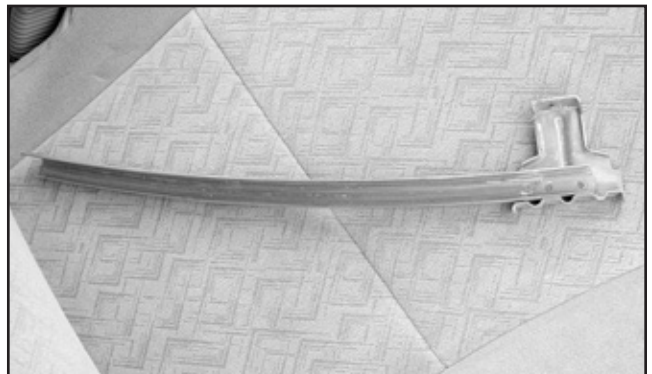
**31. Once the liner is peeled back nicely you will be able to see a large opening in which to gain access to the lock cylinder and outside handle.**



**32. A view of the lock cylinder. The lock cylinder is secured behind a metal guard and a wire clip. The clip has to be lowered to release the lock cylinder and the guard. The clip is a pain to get too.**



**33. The metal support guard goes from one side of the outside handle to the other. Remove the two 10mm nuts that secure it.**



**34. Removing the rear window track can increase access to the lock cylinder.**

Continued on page 46





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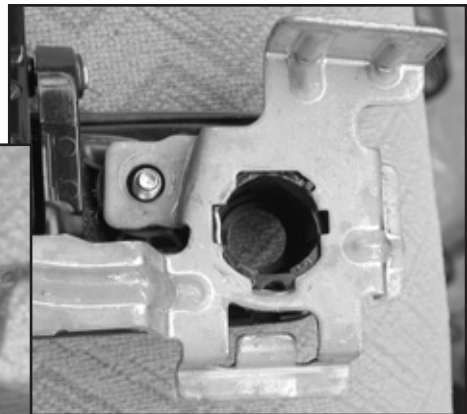
**35. The window track has only one 10mm bolt holding it in place and then it will slide right out.**



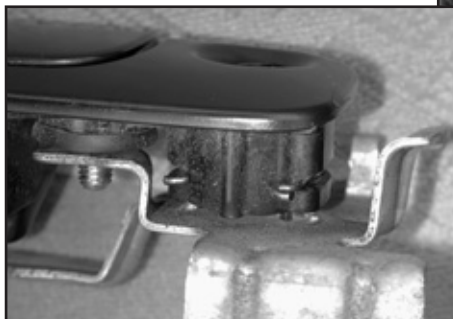
**36. It is easier to bend the metal support guard a little to get to the clip behind it. Use a long screwdriver from the top to push the clip down.**



**37. Here is a view of the clip as it sits in the handle.**



**38. Here is a front view and a top view of the guard, the clip and the handle.**



**39. The lock cylinder removed from the door handle.**



**40. There is a code stamped on the side of the lock cylinder. This one the code was only half stamped. I was able to make it out to be "5507".**



**41. The door lock cylinder plug contains tumblers 1 thru 7. The number eight tumbler is not used in this lock. In the next installment we conclude with the trunk lock, trunk release lock and programming procedures.**



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## TECHNOLOGY



# Morning Industry's *Push-Button* Lock

## PART 2



by  
**Sal Dulcamaro,**  
**CML**

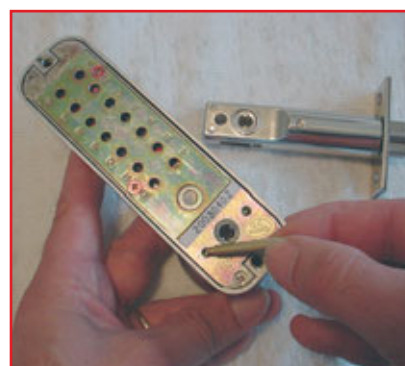
### Lock Assembly/ Installation

As part of the lock assembly, lock handing will come into play again with the attachment and positioning of certain parts. On the back of the outside lock mechanism there are two threaded holes—one on each side of the spindle opening. (See photograph 1.) The latch support post is pointing to the hole on the left, which is where it should be fastened for a right hand door. If you were installing the lock on a left hand door, the post would be fastened into the hole on the right.

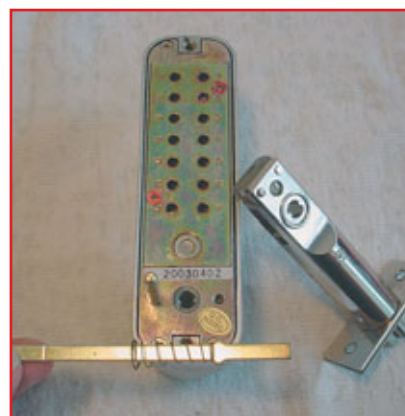
Earlier in this article I made reference to the installation hole positions and sizes. After drilling a 1 inch diameter edge bore hole for the latch, you will need to drill four cross bore holes through the door (for an otherwise unprepped door). Those drilled holes will be for the lock actuating spindle, latch support post and two mounting screws. For simplicity, I will use metric measurements here, but you can go back to where I explain the metric to inch conversions, to get equivalent inch measurements.

My description might make a bit more sense if you refer back to the installation template in Part 1. The main spindle hole is the large diameter hole of the four, being 13 mm. That hole should follow the centerline of the latch and match the backset of 70 mm (or 2-3/4 inches). Drill the 13 mm hole through the door, 70 mm from the edge. The remaining three holes are 8 mm in diameter. The first of the 8 mm holes will be for the latch support post. That will also be along the latch hole centerline. Measure 12 mm toward the door edge from the center of the 13 mm spindle hole. You may want to measure your dimensions on both the inside and outside door surfaces so all holes can be drilled inward from each side. That leaves less chance for splintering or burrs by drilling all the way through the door from one side only. The same basic process would also apply to the 13 mm hole referred to earlier.

The template doesn't provide measurements for the mounting screw holes in reference to the centerline of the latch hole, just to each other. My measurements indicate the top mounting hole to be about 112.5 mm from the latch (or spindle hole) centerline. I estimate the lower mounting screw hole to be about 17.5 mm below the latch centerline. Both



**Photograph 1.**



**Photograph 2.**



**Photograph 3.**



these holes are listed as 8 mm in diameter. The 130 mm (2-3/4 inches) backset for the spindle hole will also apply to both mounting screw holes. Once all four small cross bore holes are drilled, except for mortising for the latch, the lock will be ready to install on the door.

The spring-loaded spindle has a breakaway section to shorten it for thinner doors. (See *photograph 2.*) The indicated range for the lock is for doors from 35 mm to 65 mm thick. That range translates roughly to between 1-3/8 to 2-9/16 inches thick. The portion that breaks off is 15 mm long.

I indicated earlier that there were extra parts not listed in the contents list. Those parts are related to fastening the lock to the door. Along with the breakaway spindle, you can combine some of these parts to adjust to the door thickness. A typical residential or commercial door will be 1-3/4 inches thick. Breaking off the 15 mm portion on the spindle will set the lock for doors that are 50 mm thick or smaller to 35 mm. That gives you the range of just under 2 inches (actual conversion 50 mm equals 1.968 inches) to about 1-3/8 inches. This suggests that you will typically

need to break off the 15 mm portion for your average lock installation. It does, though, allow you to put this lock on some rather thick irregular size doors when you leave the spindle intact.



**Photograph 4.**

For a right hand door, the doors opening side will be to the left. Similarly, the latch will also point to the left. (See *photograph 3.*) The position that you insert the spring-loaded spindle through the latch is important. If done incorrectly, the outside knob will turn when you enter the proper code, but the latch will not engage when the handle turns. Insert the spindle as shown for a right hand door. The top of the spindle blade is tilting toward the left. On a right hand door, it would be reversed. In that case, the top of the spindle blade should tilt slightly to the

right. Obviously, the other parts (mentioned earlier) that have to be set for lock handing must also match the handing of the door.

Imagine that the latch is installed in a right hand door. (See *photograph 4.*) After the spring-loaded spindle is set in place, the outside lock mechanism would be positioned for assembly from the outside surface of the door. The spindle would fit into the opening for the knob mechanism, while the latch support post would enter the 8 mm hole that would be just to the right of the spindle hole in the door. For a standard thickness door, you probably would have already shortened the spindle by breaking off the 15 mm piece.

Depending on the thickness of the door and which fastening parts you use, you may have to fit the internally threaded extenders into the top and bottom 8 mm mounting screw holes. (See *photograph 5.*) For an average door, though, you probably won't need any extenders. The back (or inside) plate with the lever handle would next be assembled on the door. The spindle would fit into the opening for the handle and the mounting screws would be attached through the top and bot-

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EM1500	1 3/4"	1 3/4"	5.60 ea.	
EM1600	2"	1 3/4"	7.60 ea.	
EM2400	1 1/2"	2 1/2"	4.65 ea.	
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**Photograph 5.**



**Photograph 6.**



**Photograph 7.**



**Photograph 8.**

tom holes in the back plate. The lock came with two pairs of mounting screws. One of the pairs was the long set of screws shown on the contents page and the other pair were shorter. The printed instruction sheet only acknowledged the long screws and indicated that you should cut them to the length needed for the door thickness. I don't generally care to cut screws if I don't have to, and I'd probably just match the screw length with or without an extender as I needed it for a particular installation. The bottom part of the back plate is thicker than the top, so you may end up using a longer screw on the bottom than on the top (depending on door thickness and other fastener parts used).

### Key Override Option

The push-button mechanical locks from Morning Industry, Inc. are available in a key override version. These locks are surprisingly fast and easy for you to change the combination, even with having to take the lock off the door first. Changing the tumblers in the override pin tumbler cylinder is another story. There are a number of pin tumbler locks that are more awkward and time consuming to change than this one, but this one will not compare favorably to your average pin tumbler lock.

It should not be that big of a deal since the lock is primarily a "keyless" lock. The point is the push-button combination, rather than the keyed operation for opening. The keyed override cylinder is essentially a back up method of entry that shouldn't have to be used that frequently. None of the instruction sheets included with the lock explain how to rekey the override cylinder, so it is obviously not a primary focus of this lock.

Operation by key works somewhat similar to a storeroom function lock. When the key is turned, the knob does not also turn. (See *photograph 6.*) Instead, only the

latch retracts. The override cylinder is only available in a five-pin Schlage C keyway. The specifications seem to match to Schlage, so you should be able to key it to match other Schlage or Schlage compatible lock cylinders.

To rekey the override cylinder, you will need to gain access to the back of the outside lock mechanism. (See *photograph 7.*) You will be removing different screws than for changing the push-button combination. Three screws have been removed, one at the top and two at the bottom. With the screws removed, the whole internal lock mechanism will come out as one piece. It is a bit awkward to pull out the mechanism, so turning it over to use gravity as an assist along with pushing down on some buttons to start it coming out may help. Once it is out enough to grab, tip it back the other way so that the buttons don't fall out after the mechanism is removed.

With the parts separated the cast outer case contains the buttons and button return springs just setting in place. (See *photograph 8.*) If you tip the outer case the buttons and/or springs will fall out. In the process of separating the parts, you may have dislodged some of the buttons or springs. It might be a good idea to account for all 14 buttons and 14 springs before proceeding any further.

A closer view of the cast outer case shows that a flat plate and actuating gear have been removed to reveal a snap ring that holds the knob to the case. (See *photograph 9.*) With a pair of snap ring pliers the snap ring is spread apart to release the knob from the outer case. (See *photograph 10.*) The knob is shown separated from the case with three visible screws that hold the back cover of the knob. (See *photograph 11.*) Removing the screws and back cover reveal the keyed cylinder inside. (See *photograph 12.*) A T-shaped block of





**Photograph 9.**



**Photograph 10.**



**Photograph 11.**

metal holds the cylinder in place in the knob and must be removed to take out the cylinder. (See *photograph 13.*) With the cylinder removed I use the tweezers to point to a hole in the retainer cap, which contains a roll pin. (See *photograph 14.*) If you rekey this cylinder, you will need to drive out the roll pin and then remove the retainer cap before you can follow out the plug for servicing. The retainer cap also

acts as an actuator when using the key to override the combination. The back of the spindle fits into the open end of the cap.

To reassemble the lock, you just reverse all the steps. The included instruction sheet suggests that you check to make sure the combination works and that all parts of the lock mechanism work properly before you install the lock. That makes sense for

any lock, plus verifying that no parts are damaged or missing. Whenever you change the lock combination, handing or rekey the override cylinder, it is doubly important to check all operations again. You may have not put all the parts back or may have something shifted or out of place. Observe the shapes of the various springs. Some are wider on one side and are intended to be loaded

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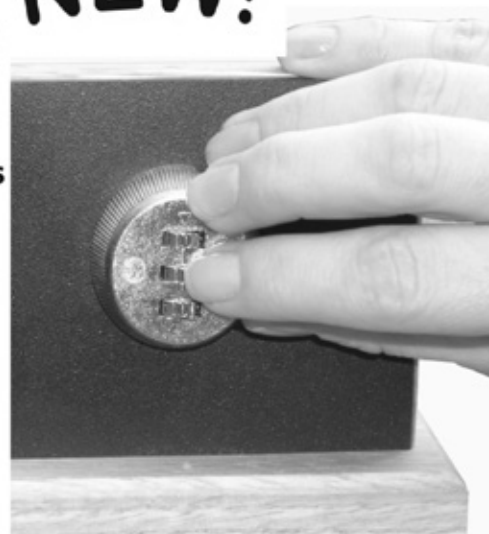
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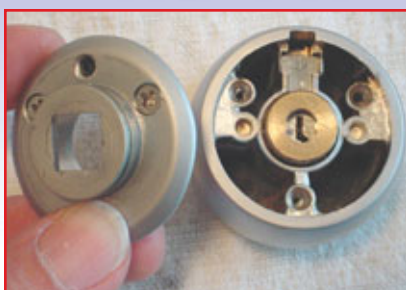
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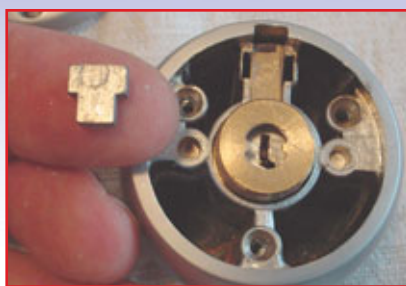
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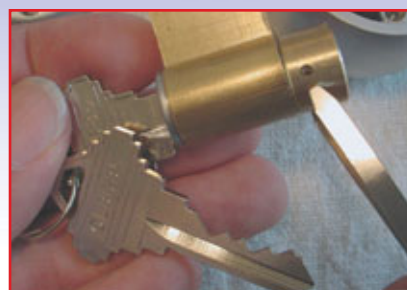
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**Photograph 12.**



**Photograph 13.**



**Photograph 14.**



**Photograph 15.**

in a particular direction. Loading one or more backwards could cause a malfunction. Rekeying the override cylinder on this lock is a bit of a chore, so I would suggest that you may want to charge a bit more than your standard rekeying fee for a more ordinary pin tumbler lock. Combination changing is a piece of cake.

The mechanical push-button lock I covered was a latch type lock, but Morning Industry makes deadbolt (tubular and surface mount) and other lock variations. The internal mechanics should be mostly the same, as should be basic service procedures of combination changing and hand changing for left or right hand doors.

### **Retrofit Installations**

Over the years, I have seen a few brands of locks that are quite similar in design to the push-button mechanical locks from Morning Industry, Inc. Outwardly, in some cases, it is hard to tell them apart. One of the problems for some of them has been retrofit installations where a standard knob lock is being replaced. The overall lock footprint is not typical compared to your average common pin tumbler

lockset. The narrow lock body will not cover a standard 2-1/8 inch diameter cross bore hole. Some locks of this type have had no answer to that problem, while others have offered optional adapter plates. Without some kind of adapter plate, a retrofit installation is not usually a practical option for your customer.

The thing I like about the Morning Industry locks is that the adapter plates are included with the lock rather than just an available option. (See photograph 15.) I have only one set showing, but there are two sets of adapter plates included with the lock—one for the inside and one for the outside units. One of two metal adapter plates and a plastic like gasket are shown between the back views of the inside and outside lock mechanisms. I placed the adapter plates and gaskets onto the inside and outside units to show how it widens the lock's footprint to conceal a standard cross bore hole. (See photograph 16.) The inside unit is shown from a backside view and the outside unit from a front side view.

Using the adapter plates also simplifies the lock installation. If you are replacing a standard knob lock with a 2-3/4 inch backset, all you need to do is remove the old lock and drill one hole. Measure 112.5 mm (or roughly 4-7/16 inches) above the centerline of the existing cross bore hole and drill an 8 mm (or 5/16 inch) hole at a 70 mm (2-3/4 inch) backset. The bottom mounting screw hole and the hole for the latch support post are unnecessary, as they are located within the existing 2-1/8 inch



**Photograph 16.**

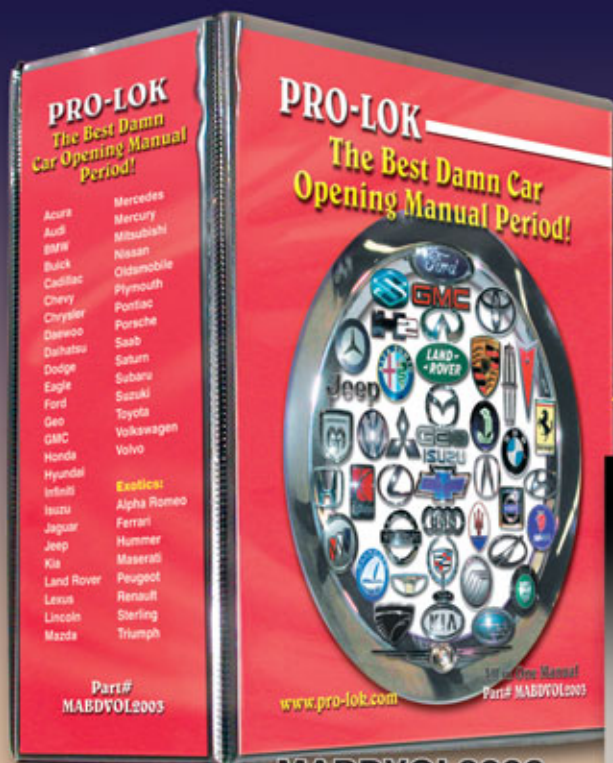
diameter cross bore hole. The adapter plates already have holes in them where they are needed. The actual assembly procedure will be the same as described earlier, but without all the extra or complicated drilling. Personally, I'd probably just drill a 2-1/8 inch diameter cross bore hole as if I'm installing a standard lock with a 2-3/4 inch backset, and drill the extra hole (for the top mounting screw) similar to a retrofit installation. That would make sense even for a new installation with no existing holes in the door. Then I'd use the adapter plates and speed up the job considerably.

Ultimately, it will be your call when dealing with this lock. With a bit of planning ahead, though, this lock should be a fairly simple installation.

*For more information, contact: Morning Industry Inc., P.O. Box 2288, Walnut, CA 91788. Telephone: 909/869-0552 or 626/369-0370. FAX: 626/369-0366. Online at: [www.morningindustry.com](http://www.morningindustry.com). Circle 318 on Rapid Reply.*







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by  
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Once offered only on high-end vehicles as an option or through aftermarket installers, the use of remotes has seen dramatic growth in the last 5 years. No wonder, like transponder keys, the relatively inexpensive to produce remote can draw in some big bucks.

So, where does the locksmith fit in? Simple. With the number of today's vehicles using remotes, every customer that walks through your door looking for duplicate keys, or every car for which you generate a new set of keys, there is the extra potential for selling a new set of remotes.

The nice part in the remote business is that almost all vehicle manufacturers produce some models that can be duplicated with onboard programming. In other words, while you may not be able to wrap up 100 percent of the market, the average locksmith can sell and program remotes into a majority of the cars he/she runs across.

To help the locksmith take advantage of this growing market, Lockmasters has introduced a couple of new tools, the 112158 Remote Battery Check Display and the 112254 Remote Cloning Kit.

To promote the sale of batteries, the Remote Check Display includes a simple to use battery/RF & IR signal strength tester, a display stand and a selection of the most common batteries. While not a cash cow, the display forms a perfect backdrop for your more lucrative remote service. (See photograph 1.)



**1. The 112158 Battery Checker Display is perfect for introducing your customer to your keyless remote capabilities.**

The Remote Cloning Kit contains everything you'll need to clone approximately 60 to 75 percent of the remote market - including original equipment, aftermarket (i.e. CodeAlarm, Python, Alpine, DEI, etc.), garage remotes, house alarm remotes, remotes that run appliances, etc. (See photograph 2.)

Before cloning, it should be noted that there are two basic types of remotes - Rolling Code and Fixed Code. As the name indicates, the code on Rolling



**2. The 112254 Remote Cloning tool allows the locksmith to clone 60% to 75% of the current remote market without needing to stock excessive amounts of inventory.**



Code remotes change after each use, making the signal and addressing difficult to duplicate. Because of this single protective feature, these remotes cannot be duplicated or cloned using the 112254. Rolling Code remotes were first used around 1998.

The signal and addressing on Fixed Code remotes, however, never change and are the best candidates for offering your customer an aftermarket cloneable remote.

There are a couple of ways to confirm whether the remote wanting to be cloned uses a Rolling or Fixed code. You can begin by locating the FCC number on the back of the users remote and checking it against our list of fixed code FCC numbers listed below. (See table 1.) If the FCC matches one in the list, it is a cloneable unit. If there is not a matching number, try cloning the remote using the procedures outlined below. If you experience continued errors in

reading the remote, it may be a Rolling Code unit. If the remote is cloned successfully, try it on the vehicle (or garage door, alarm, etc.) at least two to three times. In some instances, late model Fords being the best example, the original remote clones perfectly. When the cloned remote is used on the vehicle, it will work once. However, because the code has now rolled in the vehicle, it will not work on successive attempts.

So, how easy is it to clone a remote? Follow these simple steps:

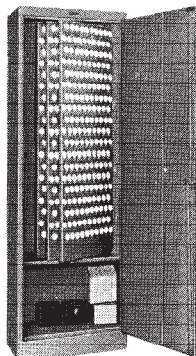
### **SETUP**

**Step 1** - Insert Programming Cable into slot on the left side of unit. (See photograph 3.)

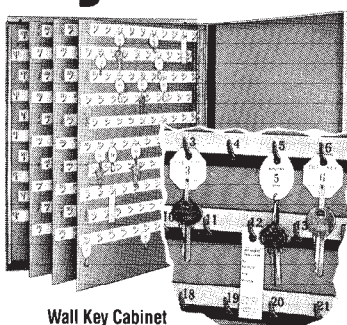
**Step 2** - Insert AC Adapter connector into its port on the top edge of the unit. (See photograph 4.)

**Step 3** - Press the Power button (4). (See photograph 5.)

## **Visible Key Control**



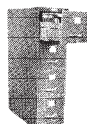
**Floor Key Cabinet**  
760-2280 capacity



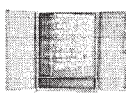
**Wall Key Cabinet**  
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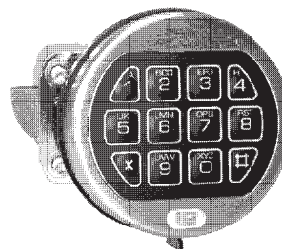
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## List of Cloneable Remotes by FCC number

A269ZJA073	BAB237131-022-BLACK	H506002
A269ZUA061-8400A	BAB237131-032-LEXUS	H50T02
A269ZUA071-8441	CWTFWB1G	HP92VUUNG0601-602-2710650
A269ZUA073	CZV7R2TX284-1	HP92VUUNG0601-602-2810955
A269ZUA078	CZV7R2TX284-2	HP92VUUNG0601-602-2910950
A269ZUA096-8440	ELV55AAL703	HP92VUUNG0601-602-3020150
AB00104T-10205241	G57ITX318	HP92VUUNG0601-602-3020155
AB00104T-15725422	G57KTX318	HP92VUUNG0601-602-3020250
AB00203T	G57NTX318	HP92VUUNG0601-602-3020255
AB00302T	GLQ9Z6-1507	HP92VUUNG0601-602-3020257
AB00303T	GQ43VT1	HSXBANTX
AB00602T	GQ43VT10T	I4YPATRIOT
AB00603T	GQ43VT3T	I6ZCMXT36
AB00702T-10178734	GQ43VT5T	K8597T315
B23AT38-8430	GQ43VT6T	KMA93T7112865
B23AT51-8426	GQ43VT7T-TOYO	KOBUTA3T
BAB237131-013-ISUZU	GQ43VT8T	

**Table 1.**



**3. Insert communication cable into side of unit.**



**5. Press the 4 button to turn the unit ON.**



**4. Insert power cord into top of unit.**



**6. Determine the frequency of the original remote.**

## CLONING

**Step 1** - Determine the frequency of the existing remote by placing the remote on the test area and pressing one of the buttons/functions. The frequency will appear on the LED display on the unit. *(See photograph 6.)*

**Step 2** - Locate a Preset Remote that comes closest to the required frequency. The Preset MHz is indicated on the back of the remote. If you don't have a Preset Remote or have to set the frequency on a remote go to the "Setting the Frequency on Variable Remotes Section." *(See photograph 7.)*

**Step 3** - Gently pry the remote apart and insert the Program Cable into the unprogrammed remote. *(See photograph 8.)*

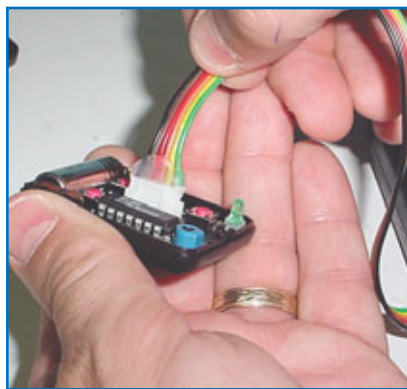


**Step 4 - Record Buttons/ Functions from Original Remote.**

**A.** Place the Program Unit into the record mode by pressing the 1 button on the Program Unit. The LED displays (r-1)



**7. Choose a replacement remote of the corresponding frequency.**



**8. Separate the replacement remote and connect it to the communication cable.**



**9. Start recording the process.**

indicating that the unit is ready to record the button/functions from the original remote. (*See photograph 9.*)

**B.** Place the original remote on the Test Area and depress the first button/function. The LED displays (---) *see photograph 10*, then (done) *see photograph 11*, then (A-10) *see photograph 12*, then (r-2) *see photograph 13*, indicating a successful recording and that the Program



**10. Recording the address of the first button.**



**11. The unit reads done.**



**12. The unit reads A-10.**



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**13. Displaying r - -2 indicates a successful recording.**



**14. RFI is a common reason for a button failing to program. Simply depress the cloning unit's #1 button and try programming the button again.**

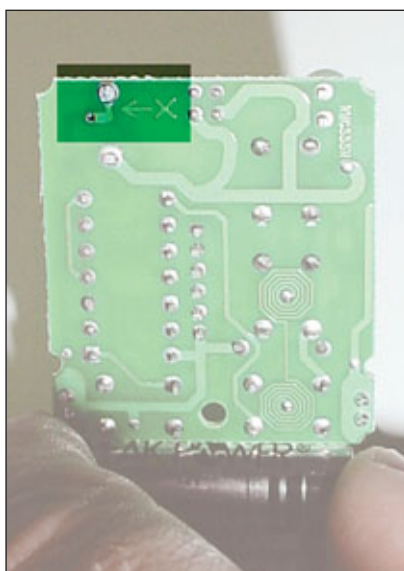


**15. Pressing the #2 button transfers all of the information to the new remote.**



**16. P610 indicates a successful programming.**

**17. Setting the frequency range.**



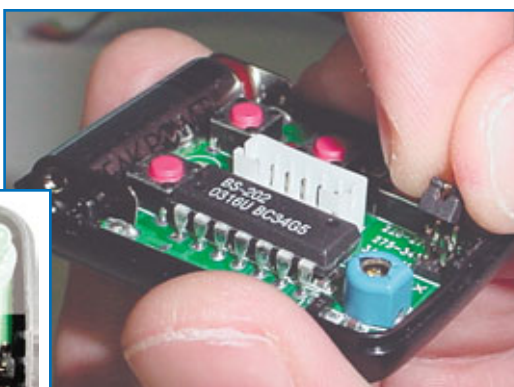
**18. Score or cut this solder run to achieve a frequency range of 385 to 560.**



**19. The reverse "L" shaped circuit is cut to open.**

Unit is ready to record button/function 2 from the original remote.

C. With the LED displaying (r--2), depress the 2nd button/function on the original remote. The LED again displays (----) then (done) then (A-10) then (r--3), indicating that the Program Unit



**20. Make the fine adjustment to the desired frequency and then program the remote.**

is ready to record button/function 3 from the original remote.

D. Repeat steps B and C until all buttons/functions of the original remote have been recorded.

Error Message (rety):

If during programming (rety) appears on the LED display, press button 1 on the Programming Unit to depress the button on the remote again. In some instances, this may require several attempts. (See photograph 14.)

**Step 5** - Once the entire original remote's button/functions have been recorded, press the 2 button on the Program Unit to program the new remote. (P--) see photograph 15, then (P610) see photograph 16, appear on the LED display indicating successful programming.

**Step 6** - Attach back cover and secure with a screw.

**Step 7** - Test each button of



the new remote on the vehicle several times to confirm proper programming. (If the remote fails to function properly see "Determining Rolling Codes Section" Below.)

### **CLONING ADDITIONAL REMOTES**

At this point you can continue making exact duplicates of the programmed remote by connecting a new unprogrammed remote (with the correct MHz) to the Program Unit and repeating step 5.

### **SETTING THE FREQUENCY ON VARIABLE REMOTES**

Every now and then you may run across a remote frequency that is not part of the set of pre-set remotes. This poses no problem as all the remotes are preset at the factory for convenience only and can be adjusted to any desired frequency.

**Step 1** - Separate remote cover and locate Frequency Selection Jumper Pins. Allowed ranges include: *(See photographs 17a and 17b.)*

- 220-275 - no jumper
- 273-345 - jumper on pins 1 & 2
- 345-440 - jumper on pins 3 & 4
- 385-560X - no jumper, trace or run cut on back of circuit board

**Step 2** - For frequencies within the 220 to 275 range, remove the jumper from all pins. For frequencies within the 273 to 345 and 345 to 440 range, place the jumper onto the associated pins.

For frequencies within the 385 to 560 range, remove the remote circuit board and locate the trace or run marked by "X". *(See photograph 18.)* Use a razor blade or moto-tool to cut the trace or run. *(See photograph 19.)* You are not cutting at

the "X" but rather the reverse "L" shape circuit run indicated by the arrow with a moto-tool to open the circuit.

**Step 3** - Once the frequency range has been selected, place the remote onto the Test Area of the Programming Unit and depress any button to display the current frequency of the remote. While continuing to depress a button on the remote, insert the Tuning Tool into the blue frequency tuning pot and rotate until the desired frequency is reached. Most remotes operate if within 1.5 MHz of the desired frequency. *(See photograph 20.)*

**Step 4** - Follow the cloning procedures above to program the remote.

---

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## ACCESS CONTROL SURVEY PART 5



by  
**Richard Allen  
Dickey**

Last month we installed the Locknetics 390+ Magnetic Lock and the CT1000PS Controller. This month we will connect all the wires and do a little programming. After all, I want to see this thing work!

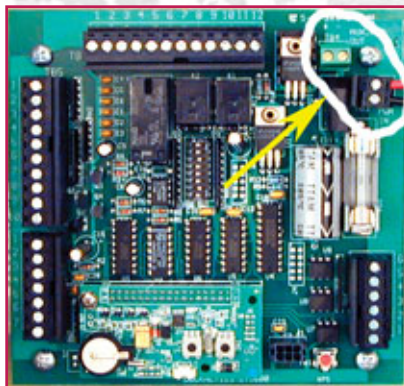
The CT1000PS is the brain which connects the touch exit device, prox reader, mini-keypad and the mag lock that were installed earlier. (See *photograph 1.*) The PS portion of the CT1000 just means that it has a power supply included in the enclosure.



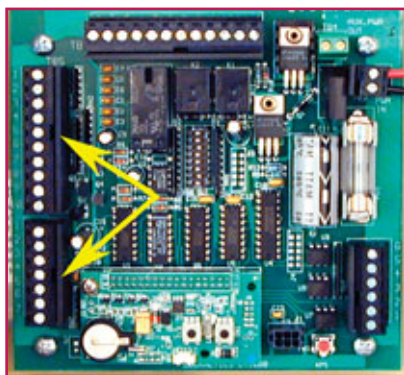
**1** Here is the CT1000 controller, enclosed in the same box as the 505 power supply.

The CT1000 is not particular about what you feed it. It will operate on anything from 12 to 28 volts, AC or DC. Power is connected to TB3, the input power connection. (See *photograph 2.*)

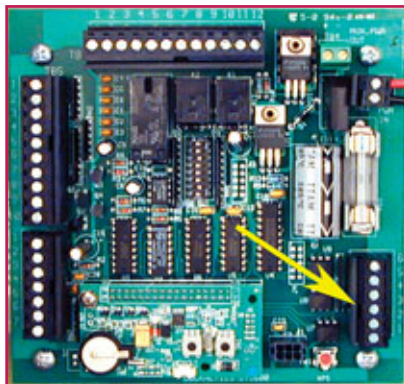
If you do feed it AC, the 1000 provides an unregulated DC power connection at TB4 that will supply up to 1 Amp. (See *photograph 2.*) This feature just allows for a little more flexibility.



**2** The CT1000 has two power connections. TB3 is for incoming power from a power supply and TB4 is an auxiliary power output.



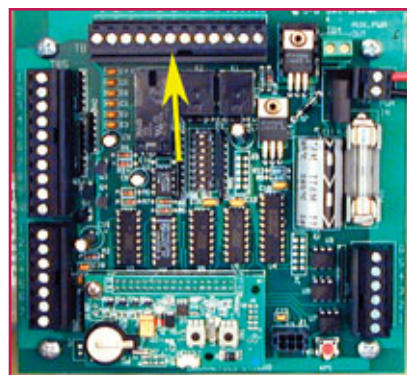
**3** Card readers, Prox readers and keypads are connected on the left side of the controller at TB5 and TB6.



**4** Optional inputs like propped door and request to exit are connected to TB2.

All card readers, prox readers, keypads etc., are connected to TB5 and TB6. (See *photograph 3.*) Optional inputs like request to exit, anti-tailgate and propped door are connected to TB2. (See *photograph 4.*)

TB1 is used for all output connections. (See *photograph 5.*) The main relay is a double pole, double throw (DPDT) rated for 5 Amps at 30 volts. The main relay connections are terminals 1 through 6. Terminals 7–9 are an alarm relay output. Terminals 10–12 are an auxiliary relay that can be used for anything else that comes to mind.

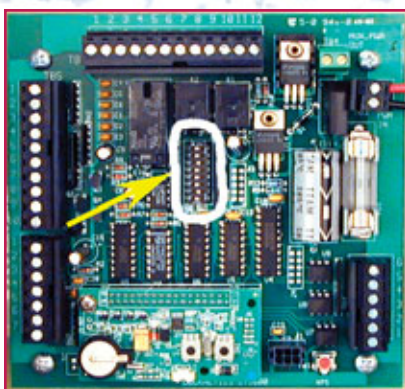


**5** The main relays, auxiliary relay and alarm relay are all located on TB1.

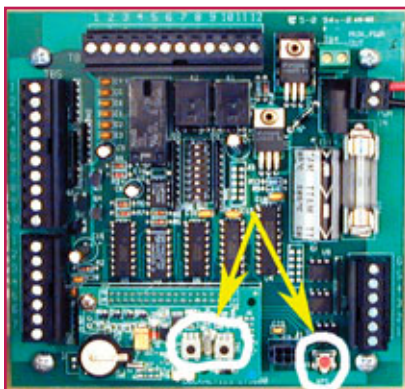
There is an eight-switch dip switch that is used to control some of the features of the CT1000. (See *photograph 6.*) Switches 1–3 are associated with the operation of the alarm relay output on TB1.

A system clear button and an initialize button can be seen in *photograph 7.* These buttons are used a little later in the setup of the system. Just to the right of these buttons is a diagnostics button. The diagnostic button changes the state of all three relays that are connected to TB1. It can be used as a test switch to check wiring connections. Now lets connect some wires.



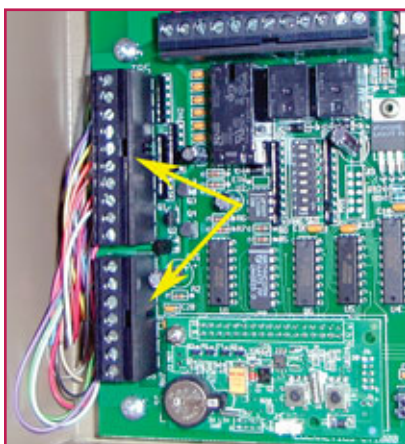


**6** A switch pack to set several functions is located in the middle of the board.



**7** There are three pushbuttons on the CT1000. One is a "clear" button, one is an "initialization" button and the other is a "diagnostics" button.

The easiest connections to make that don't require any thinking are the keypad and prox reader that connect to TB5 and TB6. (See photograph 8.) All you have to do is follow the color code supplied with the installation manual and connect the wires.



**8** The Prox reader and keypad are wired and dressed on the left side.

To make wiring a little easier, the connectors can be popped out and then snapped back into place.



**9** To make wiring connections easy, the connectors can be popped out and then snapped back into place.

screwdriver into the slot and gently prying, the connector pops out.

For the connection of the mag lock and the exit device, just a little thought has to be added to the equation. The 692 touch bar exit device has to have power all of the time to operate. When it senses that it has been touched, the internal relays change state.

If the contacts in the exit device were included in the power circuit for the mag lock, here is what would happen. You touch the exit device, the internal contacts change state from normally closed "nc" to open, breaking the power connection for the mag lock allowing you to exit.

The problem is that there would be no record of this exit in the audit trail because the CT1000 never knew it happened. How do you fix this?

First of all you don't let the exit device control the power to the mag lock. You let the CT1000 control the power to the mag lock. You tell the CT1000 that you want to exit by connecting a normally open "no" contact from the exit device to the request to exit connection of the CT1000.

When the exit device is touched, its internal contact will close and activate the remote release on the CT1000. The main relay of the CT1000 will change state from closed to open, breaking power to the mag lock. Now the exit will be entered into the audit trail.

The only thing to remember, is to be sure to use the main relay of the CT1000 in the power circuit for the mag lock. Here is the finished product. (See photograph 10.)

Programming the CT1000 can be done three ways. There is always the manual programming mode that allows the pushing of buttons to enter information. The other two ways of programming involve a computer. I bet

you could have guessed that one.

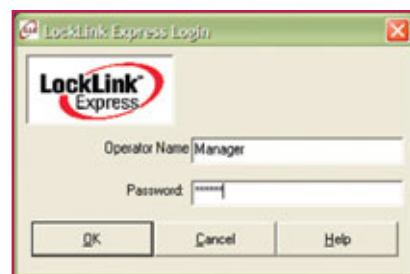
LockLink Express III is the software that is used for programming the CT1000 as well as the CM5196PXX Schlage entry sets

that will be installed on the South and West doors later.



**10** This is how a typical installation might look.

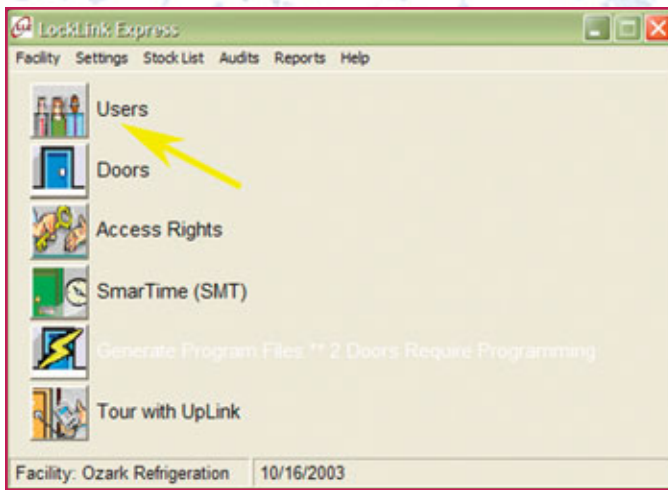
As software goes, this one is very easy to use. When the program starts, you get the typical log on screen that allows access only to those with a user name and a password. (See photograph 11.)



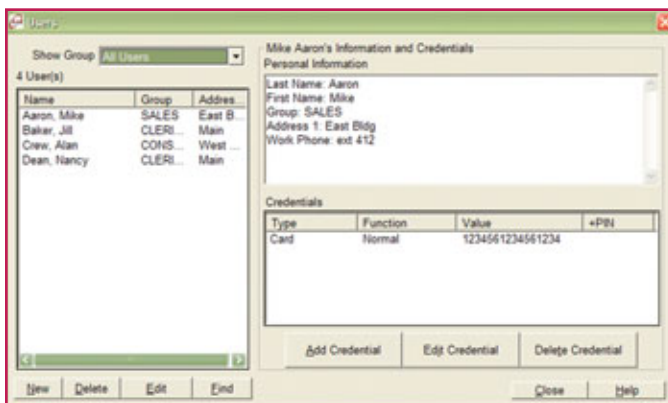
**11** LockLink Express is the software used to manage users and doors. It requires a user name and a password.

The main screen provides easy access to "users", "doors", "access rights", "smart time", "program generation" and "tour with uplink". (See photograph 12.) The "tour with uplink" is the part of the program that actually programs the lock. There are also a lot of pull down menus that allow access to different facilities, special program and operator settings, monitoring of online doors, audits and reports as well as a help section.

By clicking on the "User" icon you will be taken to the user area. (See photograph 12.) Personal information



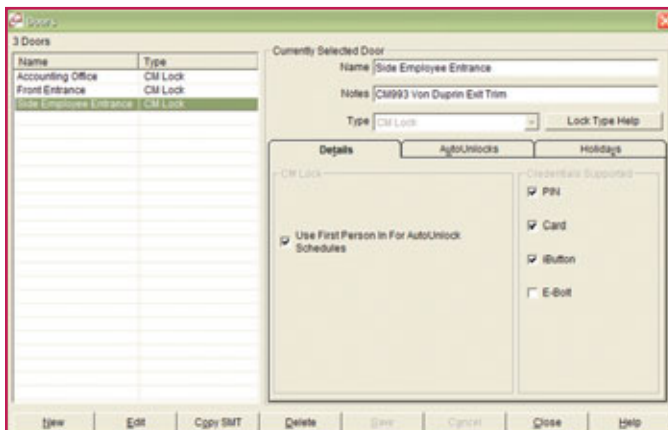
**12** The main window provides access to many different features of the program.



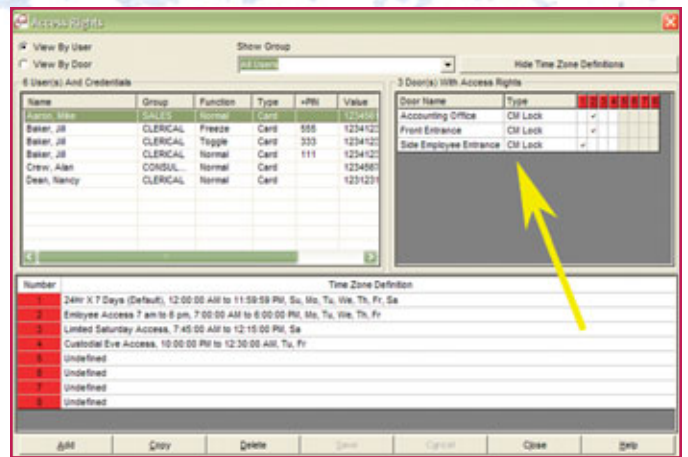
**13** The “Users” section is used to enter user information and credentials for each user.

as well as entry credentials (key fobs, I-buttons, prox cards or pins) can be entered, modified or viewed. It is very easy to add users and each user can have numerous credentials. (See photograph 13.)

The “Doors” section will let you add doors or view information about existing doors. (See photograph 14.)



**14** Obviously the “Doors” section holds all information relating to each door, including auto unlock times if used.



**15** Each user and door is tied together through “Access rights”. You can assign a user to any or all doors as well to different time schedules for each door if needed.

Each door can be set up to accept certain types of credentials, auto unlock schedules and holidays. This is also the place to select the type of lock on the door and decide if you want to require a “first person in” before the auto unlock schedule takes affect.

“Access rights” is where the user is tied to a door. (See photograph 15.) Even though a user has a credential and a door is set up to accept that type of credential, nothing works until this part is complete. Each user can be assigned to only the doors needed.

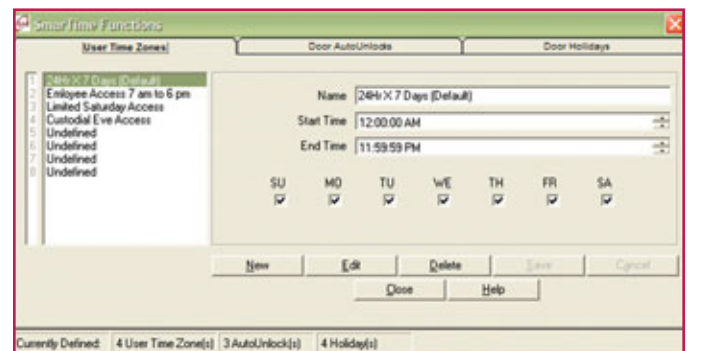
You can also assign different time schedules

for each door that will apply only to that user. This gives you a lot of flexibility.

The “Smar Time” section is where you set up the access schedules “user time zones”, door holidays and auto unlock schedules. (See photograph 16.) Each item has a name, start-stop time and a day of the week selection. These are easily modified at any time.

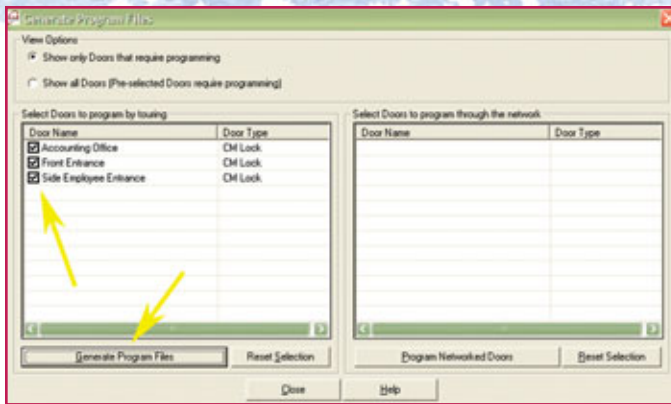
The “Generate program files” section is the part of the program that compiles all of the information that has been entered so it can be loaded into the lock. (See photograph 17.) By selecting which door or doors are to be programmed and clicking the “Generate program files” button, you are ready to program the locks.

If you remember, a little earlier I mentioned that there were three ways to program the system. Two of the ways were with a computer.



**16** “SmarTime” is where auto unlock schedules are entered.

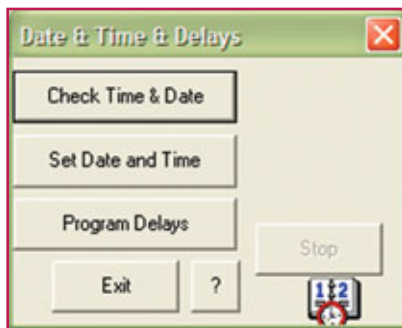




**17** After entering all this data, you need to generate a program file to actually program the lock at the door.



**18** "Uplink" is used to do the actual programming of the doors.



**19** New doors should have the date and time adjusted to match the computer date and time.

Well, here is the point where you decide which way is best for you.

The computer that has the "LockLink Express" program, can be carried around to each door and the lock can be programmed with a special

cable and connector. The other programming option is to use a pocket PC. This is nice because it is much smaller and easier to carry around. Either option will work just fine and the visual display that you look at while transferring the information to the lock is identical.

If you are using a computer for programming, clicking the "Tour with uplink" button and it will take you to a start screen of the uplink software. (See photograph 18.) There are several options to choose from. You are able to program a door (lock), check or change its internal time, retrieve the audit trail or work with the utilities and configuration.

The first time a lock is programmed, the time and date should be set to match the time and date in the computer. This process is started by clicking the "Time/date/delays" button. As you can see in photograph 19, you can check the time in the lock, set the time in the lock and program lock delays.

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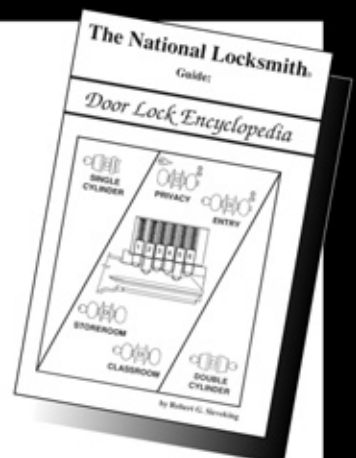
The ability to remove a lock from a door, disassemble the mechanism, and remove the lock cylinder for service is not always a simple straightforward task. The **Door Lock Encyclopedia** is a clear and concise illustrated service manual illustrating service instructions for standard cylindrical locksets including American Eagle, Arrow, Corbin, Dexter, Harlock, Kwikset, Lori, Master, National Lock/Amerock, Sargent, Schlage, Weiser and Yale. It will equip you with specific knowledge and a few tricks to make servicing understandable, easy to master and profitable.

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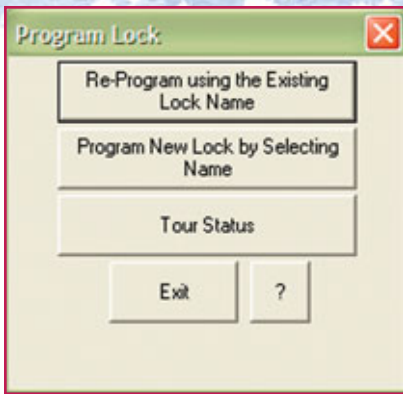
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**20** Old doors can be re-programmed or new doors can be programmed for the first time.



**21** New doors are selected from a list of available doors.



**22** Directions are actually supplied while in the programming process to make sure the right steps are taken.

Getting back to the Uplink start screen, the lock programming process can be started by clicking the "Program lock" button. From this window you can re-program a door "lock" (see photograph 20) that has already been named or pick a new door from a list. (See photograph 21.)

After selecting which programming option you want, you are taken to another screen

that actually gives direction on what to do next. (See photograph 22.) By following the simple directions, the programming process will start. There are a couple of status screens that pop up to show progress while the programming actually happens. After the system is programmed, it is ready to use.

Next month I will install the 4041SCNS door closer from LCN and fill you in on a few of its special features. Until then, have a nice day.

*For more information on any of the above products, you can contact Ingersoll-Rand at IR Security & Safety, 111 Congressional Blvd., Suite 200 Carmel, IN 46032 or call them at 317-613-8150. They also have a web site at [www.irsecurityandsafety.com](http://www.irsecurityandsafety.com)*

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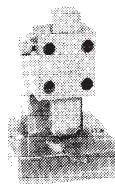
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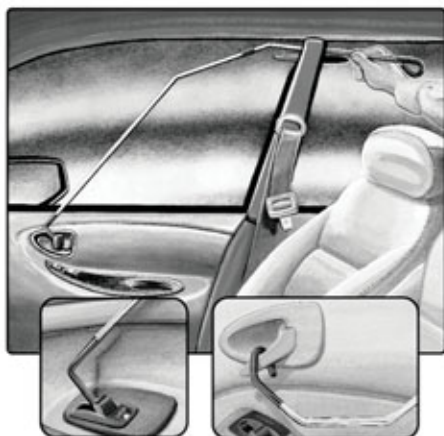
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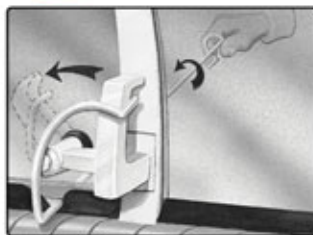
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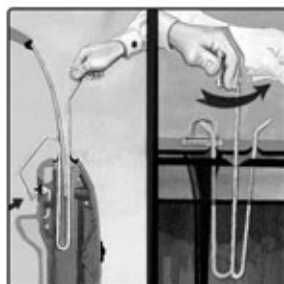
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Circle 242 on Rapid Reply

# Beginner's Corner



By Ken Holmlund

## Chevy Malibu Ignition

When the call came in for a malfunctioning ignition on the 2001 Chevy Malibu, I wasn't too concerned. (See *photograph 1.*) Just a stuck wafer I thought to myself, maybe a ten-minute job and I would be on my way. As the saying goes, "Ignorance is Bliss."

The problem was created by someone that cut a key for the car and had not done an acceptable job. Fortunately, that person was not me, or anyone associated with my company. When the key was cut, a sharp ledge was left on one of the cuts. When the customer put the key in one direction it worked fine, but when he put it in to see if it would work the other way, it offered considerable resistance. Naturally, his response was to push hard, and then harder until it entered the switch, rather than to find out why the key would not go in easily.

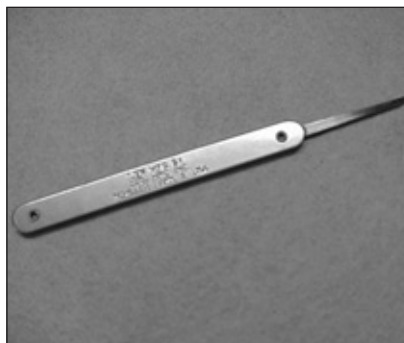
The result of his "harder" push was that four of the nine wafers got bent and were forced into the body of the ignition switch, never to return again. Without question, he had created a bigger problem than either of us had expected.

I looked into the switch and could easily see the slots where the wafers were supposed to be, but no wafers. Not a problem! I would just free them up by



**1. 2001 Chevy Malibu.**

inserting a sharpened broken pick, and pull them into the keyway. (See *photograph 2.*) WRONG! They were nowhere to grab and I could not catch a single good bite on any of them.

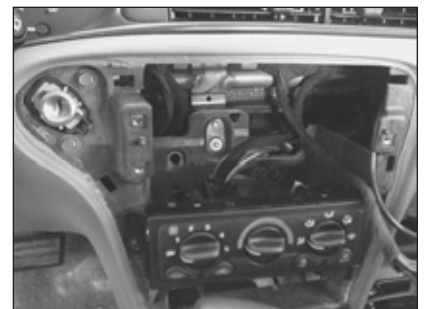


**2. A sharpened broken pick.**

Plan B was to lubricate the lock and work the key back and forth to free them. Good plan, but limited success. I did get one wafer to drop and now I was down to three stuck pieces of brass, deep inside the ignition.

Plan C was to remove the ignition and force the wafers out.

This is where the time consuming part began. I removed the facing from the ignition and the radio, and removed the radio. (See *photograph 3.*) The radio is held in place by three screws and is easily removed. The ignition is held in place by two screws. (See *photograph 4.*) Once the screws were removed I could now get the ignition to a location where I could see the retainer, but a big problem loomed. I could not push the retainer in without turning the key to the on position so I was back to square one.



**3. The radio was removed.**



**4. The ignition is held in place by two screws.**





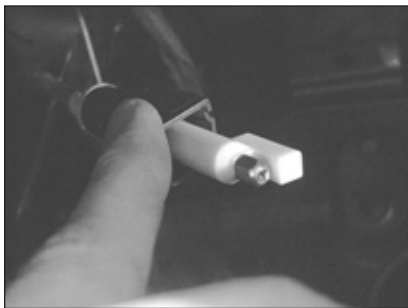
**5. The wire harnesses.**

Additionally, the wire harnesses, restricted the movement of the ignition. (See *photograph 5.*) The harness is attached to the housing in *photograph 6.* I found



**6. The harness attached to the housing.**

they had a retaining clip on the backside of the switch and is easily removed with a small screwdriver. That freed the ignition somewhat, but the small matter of the transaxle park/lock retainer (GM nomenclature) remained. (See *photograph 7.*) This could not be removed without the ignition being turned so I was not able to completely extract the lock assembly.



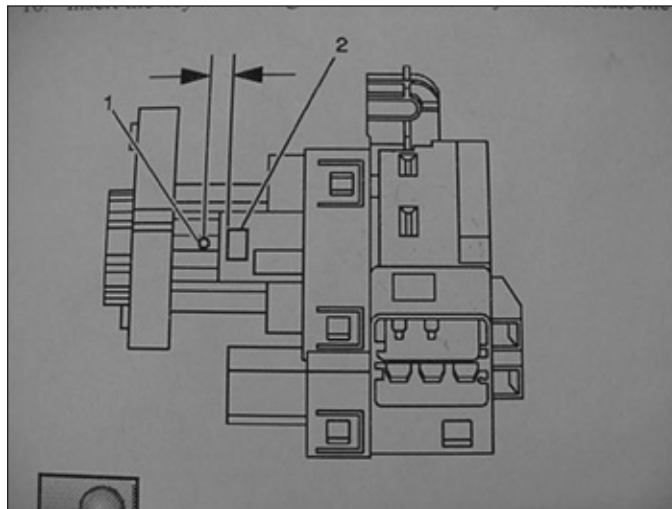
**7. The transaxle park/lock retainer.**

After numerous attempts to get the ignition to turn using every available means including

gravity, I was getting frustrated. There had to be a way to get the retainer out so I could remove the ignition. My next move was to contact the local GM dealership. I believe it is a good idea to cultivate the friendship and help of the dealerships because they have information that can be very helpful to us if we work with them.

I called the dealership and they were most helpful. In fact, they downloaded a copy of the service information for 2001 Chevrolet and Geo Metro vehicles. It is document ID #631220 and it covers the removal of the cylinder with a working key and

what to do when one is not available, the lock is seized, or will not rotate. My lock definitely qualified as not turning. See the GM diagram of the lock and follow their instructions. (See *photograph 8.*)



**8. GM diagram of the lock.**

A. Protect the immediate work area with suitable material such as clean shop towels or a clean fender cover.

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B. Locate the surface for the lock cylinder release button (2) on the plastic ignition switch housing. Center punch a location on the rib (1) approximately  $\frac{3}{8}$ -inch rearward toward the key entry end from the cylinder release button.

C. Carefully drill a pilot hole through the plastic housing wait a  $\frac{1}{8}$ -inch drill bit.

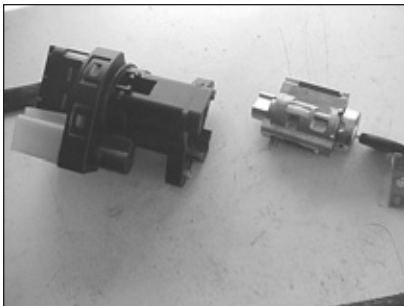
D. Using a  $\frac{9}{32}$ -inch drill bit, carefully drill a larger hole at the pilot location, slightly into the surface of the ignition lock cylinder to break the release button retaining spring. (See photograph 9.)



**9. A  $\frac{9}{32}$ -inch drill bit breaks the release button retaining spring.**

E. Remove portions of the broken spring from the hole using a small suitable tool.

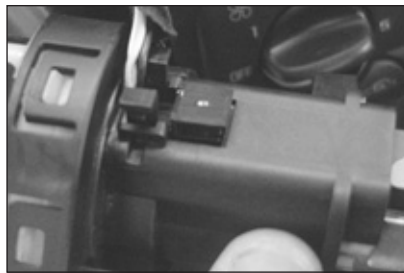
F. Grasp the ignition switch lock cylinder and remove the cylinder from the switch housing. (See photograph 10.)



**10. Cylinder removed from the switch housing.**

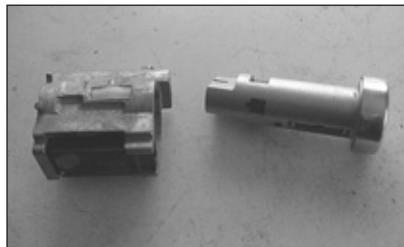
G. Remove any plastic flashing from the drilling operation. Use compressed air to blow out the ignition switch assembly.

If it is necessary, you can now remove the transaxle park/lock cable and remove the ignition lock housing from the vehicle. I found it better to get the housing out where I could work on it so I disconnected the cable. To completely remove



**11. Disconnect the pass key electrical connector.**

the assembly you will have to disconnect the pass key electrical connector. (See photograph 11.) This is simple because you just have to press the two clips together and the connection comes right out.



**12. A Strattec number 703602 ignition.**

Since the retainer has been destroyed using this procedure, the ignition lock will have to be replaced. I used a Strattec number 703602 ignition as called for in their listings. (See photograph 12.) I am sure there are other aftermarket locks available that will do the same job and the choice is yours.

The lock will need to be rekeyed to match the existing lock so the customer has need for only one key. I did this with the Strattec General Motors 10-cut pinning kit part number 702767. (See photograph 13.)



**13. The Strattec General Motors 10-cut pinning kit.**

Once the ignition has been rekeyed, to match the customers existing key, simply:

1. Reinstall the pass key electrical connection to the switch housing.

2. Install the new ignition switch cylinder into the housing by rotating the ignition switch and the cylinder to the on position and fully seating the ignition. You may have to slightly depress the release button as the cylinder passes the  $\frac{9}{32}$ -inch hole previously drilled in the ignition switch housing.

3. Connect the park lock cable to the ignition switch housing.

4. Connect the electrical connectors to the ignition switch.

5. Install the ignition switch housing to the instrument panel carrier and tighten the bolts to 88 lbs/in.

6. Replace radio and tighten the three bolts.

7. Install the trim cover to the radio and the ignition switch.

8. Perform the Passlock learning procedure.

Number 8 in the above directions will require a bit of explaining. Some have told me that the key can be added to the system in as little as 15 seconds and maybe it can in some vehicles, but not this one. To get the key to be accepted into the system you will have to insert the key and turn it to the on position. The theft system light will come on and flash. A wait of ten minutes was required to get the key to be accepted and for the light to become steady. At that time, the vehicle will start and you should be done with this learning experience.

When I was talking to the GM dealership all they had in their records indicated that the lock was a transponder system and they wanted to sell me their ignition at a quite expensive price, \$185 to be exact. I knew from looking at the key and my cross reference books that they key was not a transponder, in fact it called for a P1111 Ilco key and that is not a transponder blank. What I am trying to say is that you should check your references before installing a new ignition or you may find your problems have just begun. Double and triple check them if you are not sure. It is time well spent. **TNL**



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# The Lighter Side

*No Kidding*



by Sara Probasco

**A**fter nearly twenty years in the business, we still have customers wander into our store, look around at the thousands of keys hanging on the wall behind our key machines and ask, “Do y’all cut keys?”

Duh!

Just as many others seem to think key-cutting is ALL we do. Others think our entire business consists of opening cars. I guess they think the rows of safes just inside the front door and the wall of entry hardware on display—not to mention the shelves filled with locksets, door closers, hinges, etc.—is just for show. Of course, the alternative answer is that they sometimes don’t seem to think, period.

I remember a guy rushing into our store one day. He’d gone to the carwash across the street, and managed to lock his keys inside his car.

“Do you have something I can use to open my car? I’ve locked up my keys,” he said.

“How about a locksmith?” I answered with a smile.

“No, I mean a coat hanger or something.”

I glanced about and spied a plastic coat hanger on the coat rack. Offering it to him, I asked, “Will this do?” The devil made me do it.

Answering a lock-out call one evening, one of our guys was asked, “How are you going to open my car? Are you going to take a hammer and break out the window?”

“Ma’am,” he replied, “I’m a locksmith. I use specialized tools to open vehicle doors. If you want the window broken, you’ll have to do it yourself.”

A couple of men had been floating down the river on inner tubes, and one lost his car keys out of his swim-suit pocket. When Don arrived to make them a new set, one of them asked where his scuba gear was. The conversation that followed revealed that both men had assumed Don would be diving in the river, trying to find the lost keys.

Huh?

A couple we know had bought a new car, but had only one set of keys. Over and over again, one or the other would manage to lock the keys inside their vehicle and would call us to get them in. Finally, we convinced them to let us make a spare set for them.

A couple of weeks later, off to the beach they went, confident they’d have no more lock-out problems. Wrong!

They stripped down to their swimsuits, then they got the chairs, cooler, beach towels, and umbrella out of the vehicle, and he packed everything else from the car into the trunk for safe-keeping. Before slamming down the trunk lid, he paused—probably as a result of their past experiences, and he shouted above the roar of the surf, “Honey, where are your keys?”

She smiled and held up her purse, pointing to it.

He displayed his own to her and put them into his swimsuit pocket. Then he slammed down the trunk and reached for his share of beach chairs and paraphernalia that they’d decided they couldn’t enjoy the day without. He immediately decided they were trying to take too much stuff.

“You go ahead,” he shouted to his wife. “I’m going to put the cooler back in the trunk. I’ll come get it later when we’re ready to eat.”

Opening the trunk with his keys, he set the cooler box inside and started to return the keys to his pocket. Then he looked at them and decided to stow them in the cooler. Why risk losing them in the sand? Besides, water had a way of stealing keys from swimsuit pockets, and he didn’t want to take that chance, either. After all, his wife had her keys in her purse.

His load lightened, he quickly passed his wife and walked on down the beach.

She was dragging along with the things she’d tried to carry and began having second thoughts about some of the gear, herself. Why did she need a chair and a beach blanket? It was just that much more to keep up with. She returned to the car, unlocked the trunk, and tossed in the yard chair. She was about to close the trunk, when she looked at her large, bulky purse. Did she really need to take that? All she needed from it were her sun block and her keys.



She stuck the sun block into the pocket of her beach coat. Then she looked at her keys.

Her husband had the other set of keys. She'd watched him put them into his swimsuit pocket. Why carry two sets?

Zippering her purse closed, she tossed it into the trunk.

From afar, her husband saw what she did. Dropping his gear, he began to frantically wave his arms in the air and shout, "No! Stop! Don't close the trunk! My keys are in there! Whoa!"

She heard her husband shouting, but she couldn't understand what he was saying. Waving back to him, she reached up and grasped the trunk lid. Then she slammed it down securely.

Seeing him sit dejectedly in the sand, she shouted back to him, "What did you say, honey?"

Oops!

One of our employees was working the key machines when a woman came in one day and asked how much we charged to make a duplicate key.

"One twenty-five," he said.

"A dollar and twenty-five cents?" she said in a loud, critical voice. "SmartMart only charges ninety-nine cents."

"Then why don't you go there?"

"They don't have my key blank."

"Well, I won't charge you but ninety-nine cents, either, if I don't have your key blank."

"Okay. That's fair," she said. Then she happily paid the dollar twenty-five for the right key blank, properly cut.

(Sigh!)

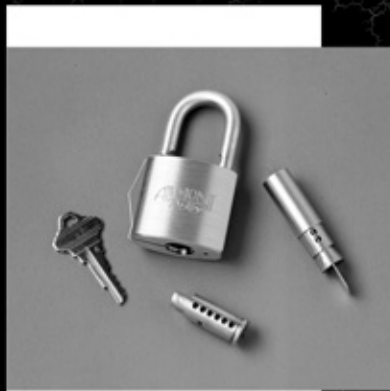
This same employees used to say, "There are no schools for stupidity."

Maybe somebody should start one.

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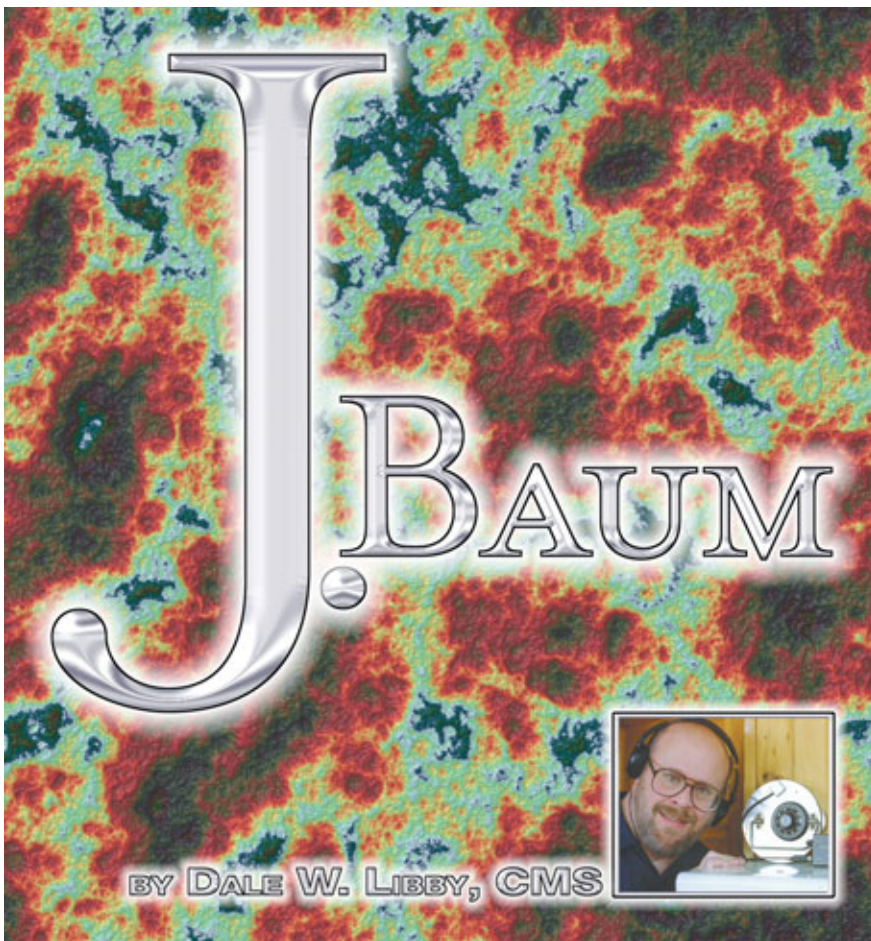
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Circle 243 on Rapid Reply



BY DALE W. LIBBY, CMS



**1. An Oldie. A J. Baum Safe & Lock container made in Cincinnati, Ohio. Note the rounded corners of the safe door. Made early in the 20<sup>th</sup> century.**

number 52 to accomplish the same thing. I have had better luck drilling a little to the right edge of the lever at number 48.

There is no hardplate on this door, but the door is thick for such a small safe. In *photograph 2*, Bob is using a vacuum to get all the dust and insulation particles out of the

**T**his J. Baum safe was a very rusty unit as can be seen in *photograph 1*. The safe was manufactured in Cincinnati, Ohio in the early 1900's. Note the rounded body corners of the safe and the rounded corners of the safe door. I opened this safe with the help of Bob Sieveking of Rockford, Illinois.

Sometimes you may see a safe early in your safecracking career and you will not see it again for 20 or more years. I decided to just drill for a Yale OB type lock. With the close positioning of the safe dial to the "T" opening handle of the safe door, I correctly figured a gravity drop type lever (Yale OB) was keeping the unit locked.

There are a couple of places to drill to open this lock. If you drill below the dial ring at the number 50, which, is at the 6:00 o'clock position on the dial ring, the end of the gravity OB lever will block the viewing of the wheels when you view it through your borescope. I prefer to drill at about number 48 and view the wheels through the crack between the end of the lever and the wheel pack. Others drill at

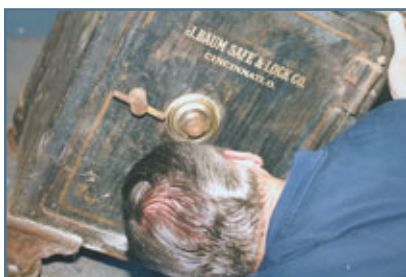


**2. Bob Sieveking vacuuming the 1/4" hole we drilled at #48 below and outside the dial ring. Note the small Hawkeye scope on the top left corner of the safe.**



way to view the wheel pack. Please also note the Hawkeye Borescope on the upper left corner of the safe door.

We encountered a large mounting plate surrounding the OB wheel pack. Sometimes this cover is rounded and you can view thru a crack between the lever and the case with no problem. This atypical case arrangement was a surprise for us, and we had to drill a small hole to insert the end of the borescope. The right angle viewing tube had to be used to view the gates in the wheels. Bob is doing that in [photograph 3](#). When we had all the gates lined up, the handle would not turn to the opening position.



**3. Bob peering into the hole with the short Hawkeye Scope with angle tube.**

Bob went out to his truck and came back with a 1/2" piece of copper tubing. He stated that this was the "Easy Pull Safe Door Opening Tool." It was just a piece of 1/2" copper tubing about 16" long. ([See photograph 4.](#)) He slipped the tubing over one of the "T" handle ends and began to "walk" or oscillate the wheel pack by means of wiggling the opening handle to the perfect unlocked position. This took less than 30 seconds. No undue pressure was, or could be applied by using the copper tubing. The safe handle turned right (clockwise) and the door was unlocked. ([See photograph 5.](#)) The safe was unlocked, but the door would



**4. When the wheels were aligned the safe would not open. Bob 'walked the combination with a piece of copper tubing put over on bar of the opening handle and oscillated.**

not open because the hinge pins were rusted shut.

After a copious amount of a penetrating oil product called "Open and Shut," the door finally opened and we worked out the kinks to make the door work smoothly by remove any acorns above the hinges and spraying penetrating oil there to help the door open and close smoothly. When we took the back cover

off the door we saw an open case type Yale OB lock as shown in [photograph 6](#). This shows the basic configuration of any OB type lock, regardless of having or not having a wheel case cover.



**5. Safe handle rotated clockwise (Right) to open.**

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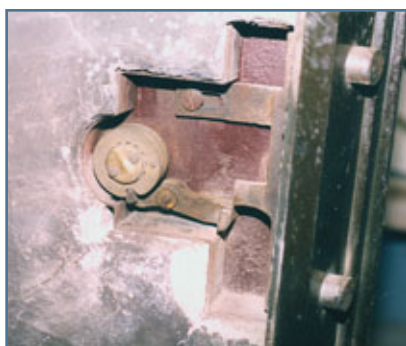
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**6. Open case OB type Yale Combination Lock. Wheels hold the lock bar up and block bolt bar from moving into the safe.**



**7. The combination has been dialed and the bar has dropped below the bolt bar allowing the bolts to be withdrawn.**



**8. Outside handle can now be turned to withdraw the two locking bolts on the opening side of the door.**

When the safe is locked, the one end of the lever is held down below the wheel pack. This holds up the other end of the lever against the locking stud attached to the bolt bar. When pressure is applied to the opening handle, it butts against the lever and no pressure is applied to the wheel pack directly. This lock was a great improvement over the direct

drive type of lock that could read the wheels when pressure was applied to the opening lever; it rode the outside circumference of the wheel pack. An early Sentry type of locking arrangement. Earlier than that, the Hall safe had the direct type of handle/lever arrangement.

In *photograph 7*, the combination has been dialed and the short end of the lever

has moved into the wheel pack (up) that allows the other end of the lever to drop down below the locking stud on the bolt bar. You can see that the bolts are in the out, or locked position in this photograph. When the outside handle is turned the bolts are withdrawn as shown in *photograph 8*.

If a combination change must be done, then the back cover to the wheel pack is removed and the wheels disassembled. This is a screw change type of lock. Specific combinations cannot be set. If the combination screw is moved on the drive or any other wheel, the wheel pack must be reassembled and the combination determined with a flashlight and piece of paper. There are three wheels and a drive cam in this lock, and the last turn must be to "Dial Stop!" Thus, a correct combination might be 4 times Left to 27, 3 times Right to 81, 2 times Left to 44, and one turn right to Dial Stop. (No Number, just the stopping of the dial.) If the dial does not stop, the lever is still up and the door handle will not turn and open the safe door.

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# BUSINESS BRIEFS

## **Lockmasters Courses Gain National College Accreditation**

Lockmasters Security Institute (LSI) has gained national college accreditation for the majority of the institute's courses. Through a partnership with Central Kentucky Technical College (CKTC), an Institute of the Kentucky Community and Technical College System (KCTCS), LSI's Anti-Terrorism and Physical Security, as well as its hands-on technical training. Courses now qualify for college credits.

Courses for which students can earn college credits include, but are not limited to: Anti-Terrorism/Force Protection, Comprehensive Security Specialist Training, Security and Crime Prevention Management, Security and Crime Prevention Countermeasures, Certified Professional Industrial Locksmithing, GSA: Lock, Vault & Container Inspector and Technician Certification, Electronic Access Controls, Fundamentals of Electricity, as well as LSI's series of courses covering safe locks and related topics.

For information call 800-654-0637 ext. 200; Web: at [www.lsi-lockmasters.com](http://www.lsi-lockmasters.com); E-mail: [education@lockmasters.com](mailto:education@lockmasters.com).

## **Phillips Joins DORMA Team**

Gary Phillips, AHC, has joined DORMA Architectural Hardware as Regional Vice President, Sales, East. Phillips will be responsible for working with DORMA's sales team to expand the company's sales and market penetration in the Eastern United States.

Phillips has 25 years of architectural hardware experience. His most recent responsibility was general manager of IR's SSC operation in the Charlotte, N.C. area. For more than two decades he held sales management positions for IR's Schlage lock line.

## **Military Key Blanks On Duty At Mayflower**

In keeping with the temper and spirit of the times, Mayflower stocks the complete selection of Jet Hardware's Armed Forces Key Blanks. The "flip over" blanks have patterns on each side featuring US Military images: Marine, Navy, Army, Coast Guard and Air Force. Dealers are finding mass "impulse buying" appeal among both their trade and consumer customers. Promotional and display material is available from Mayflower.

Phone: 1-800-221-2052; Email: [pilgrim@mfsales.com](mailto:pilgrim@mfsales.com)

## **Arrow Lock Finds New Home**

Arrow Lock, an ASSA ABLOY company, has leased a new 60,000 square foot facility in Hicksville, New York. The



Duffy Avenue location offers easy access to major roads and parkways as well as mass transportation. Arrow expects to move its current operations in Brooklyn to the new facility in the late fall and will employ approximately 70 sales, marketing and assembly employees.

## **International Industry Veteran to Drive Kryptonite**

Kryptonite announced that Steve Down has been appointed by Ingersoll-Rand to launch a dramatic growth initiative for the Kryptonite business unit.

As Director of Business Development and Portable Security, Down will oversee the Kryptonite teams based both in Massachusetts and Indiana.

## **ILA Certification Test (CIL)**

The first ILA Certification test to be offered in the Chicago area will be held Saturday January 31, 2004. It will be held at the Carpenter Training Center, 1256 Estes

Avenue, Elk Grove Village, IL. 60007 from 8:00 am to 12:00 pm. A registration form with a check made payable to the ILA must be received by Kurt Kloeckner, 10 South 348 Alma Lane, Naperville, IL. 60564 by January 16, 2004.

For more information or a copy of the registration form, fees, or Study Guide call Kurt Kloeckner, GLC President at: (312) 732-8729 or e-mail him at: [BrotherKeyman@aol.com](mailto:BrotherKeyman@aol.com).

## **Security Lock Distributors Stocks HPC Product Line**

The HPC product line features high quality key machines, innovative locksmith tools and a vast array of car opening tools. Security Lock Distributors is now stocking the full line of HPC locksmith tools and security storage products. All HPC products including code machines, cards and software, books, picks and their extensive line of car openers are available for immediate shipment from each of Security Lock's three regional distribution centers that serve the entire U.S.

Security Lock Distributors has sales and distribution facilities in Boston at: 1-800-VIP-LOCK, in Pompano Beach, Fla., and in Las Vegas. The company is headquartered at 25 Dartmouth St., Westwood, Mass. 02090.





# TECHNITTIPS

## 2003 Year End Winners

### Grand Prize

Silca Bravo Duplicator



Frank Kitchen from  
Indiana, for his template  
holder tip for metal doors.

### 1st Prize

HPC's 1200PCH  
Punch Machine



David Craig from Illinois,  
for his "transferable"  
key box tip.

### 2nd Prize

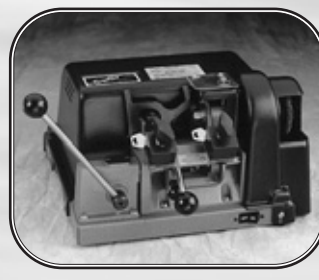
Mas Hamilton's  
PowerLever 2000



Steve Shields, CPL  
from California,  
for his strike prep tip.

### 3rd Prize

Curtis 2200 Duplicator



Ryan Hernandez from  
California, for his Jeep/  
Saturn/Chrysler ignition tip.

### 4th Prize

SDC Magnetic Lock,  
Keypad and Exit Switch



Dave Boemer from Idaho,  
for his "safe" safe locator tip.

### 5th Prize

Securitron 12-Volt Unlatch Plug in  
Trans & Touchpad



Michael Maldonado from New  
York, for his tip on removing  
stripped Allen screws.

### 6th Prize

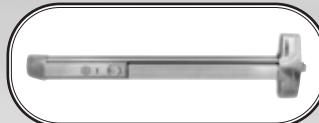
LaGard "SmartGard"



Joseph "JoJo" McCord  
from Georgia, for his  
5-pin Ford  
impressioning tip.

### 7th Prize

Detex Advantex



Daniel McGlynn, CML from  
New Jersey, for his protected  
back strike tip.

### 8th Prize

Arrow Exit Device and  
Mounting Kit



David Fairbrother from  
Wisconsin, for his "one-  
handed" picking tool tip.

### 9th Prize

\$500 in ASP Auto Locks



Robert E. Temple, CJS  
from South Carolina,  
for his auto dialer tip.

### 10th Prize

\$500 in Strattec Auto Products



Ben Marshall, CPL  
from Florida, for his tip  
on "slip-proof"  
impressioning pliers.

### 11th Prize

Tech-Train "Jiffy Jack"



Tim S. Hopkins from Nebraska,  
for his tip and chart on  
"cracking" Supra codes.

**12th Prize**

Sargent & Greenleaf 6120  
Electronic Safe Lock



Larry Kanzer from  
Pennsylvania, for his digital  
camera car opening trick.

**13th Prize**

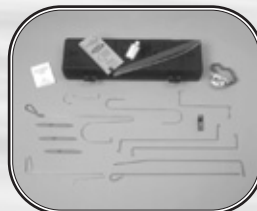
High Tech Tools  
2000 Pro Set



John Marske from  
California, for his Accu-  
Temp modification tip.

**14th Prize**

Slide Lock's Master "Z" Tool Set



Fritz Ackerman from Ohio,  
for his tip on opening a  
burglarized NKL.

**15th Prize**

Major Manufacturing's  
HIT-111 Drill Guide



Bob Strohecker from  
Missouri, for his  
Corbin I/C trick.

**16th Prize**

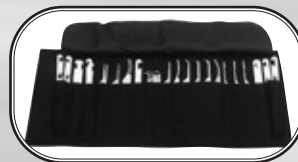
Abus Padlock's Marine  
Padlock Display



Rick Smith from Ohio, for  
his "door saver" tip.

**17th Prize**

Mark Bates Associates  
Falle Pick Set



Jack Booth from Maryland,  
for his tip on door edge  
deadbolt preps in metal doors.

**18th Prize**

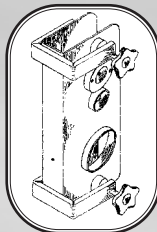
Sievekings Products  
Squeeze Play



Eugene Hansen for his tip  
on lost Trilogy combinations.

**19th Prize**

A-1 Security Manufacturing  
Installation Jig



Rick Bridges, CRL from  
Illinois, for his tip on  
replacement retainer springs.

**20th Prize**

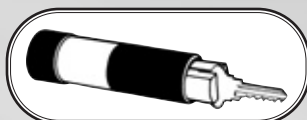
Keedex Sampler



Larry Bors from  
Oklahoma, for his tip on  
Volvo glove box locks.

**21st Prize**

Framon Impressioning Handle



Doug Olenick from Ontario,  
for his BEST" pinning tips.

**22nd Prize**

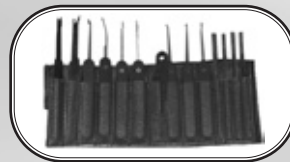
Gator Tool Multi-Purpose  
Facecap Tool



Richard Cybrynski from  
North Carolina, for his tip on  
duplicating worn Nissan keys.

**23rd Prize**

Peterson Picks,  
by Peterson Manufacturing



Steven McCrider from South  
Carolina, for his tip on "vibrating"  
a Mercedes ignition.





**JET KEY BLANKS  
WINNER:  
Sesamee  
Lock Opening**

I have been working on a new method to open Sesamee combination padlocks, and I believe that I have a technique that is somewhat better than other methods discussed to date. This Sesamee is made in Taiwan and is considerably tighter around the wheels than the earlier models. I tried all the standard techniques: The Yeggster's curly cue Weiser shim on the first wheel, the pry method on the right side of wheel two and the left side of wheel three and the old flat spot location thing.

I reread Sal Dulcamaro's article in the May, 2000 issue of *The National Locksmith* where he had some success with Weiser shims, but the tolerances were just too tight on this lock to get any sort of decent reading.

Sal mentioned a method that involved drilling a hole to insert a tool that put downward force on the shackle. He indicated that with a mixture of his tool and manual downward force applied to the shackle, the wheels would bind at the flat on the dial. I didn't want to drill any holes, so I pushed the shackle in with considerable force by turning it upside down and pushing it against the surface of my table. I then slid the side of my thumb against the surface of the first wheel—moving the numbers in ascending order.

When it reached a certain number, you could feel that it was stuck and would require considerably more pressure to turn it. Each wheel was worked with this downward pressure on the shackle and light turning pressure applied with the side of my thumb, always going in ascending order with the numbers.

After recording the four numbers that represented the "no-go" spot on the wheel, I added 5 to each number, redialed the combination and the lock was open! No drilling and no tools were required. Give it a try!

*Dave Vandervelde  
Michigan*



**WEDGECO WINNER:  
Staking Latch  
Face Plates**

Here's an easily made tool for "staking"

## A Few Words From Jake...

Here it is! The 2003 Technitip Year-End Prize Winner's List!

I don't think any single column gives me more pleasure to write than this one every year. This is the column where I post the winner's of the year-end Technitip contributors and the prizes they won!

Every tip contributor that has a tip published during the year qualifies for the year-end drawing.

For those of you who have not been following along, these prizes are awarded each year in addition to a great monthly prize for a tip printed.

Thanks for the tips and keep'em coming my way.

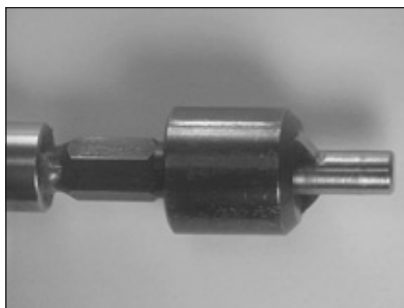
See y'all next month.



**by Jake  
Jakubowski**

the faceplates on certain latches where these are furnished loose. Examples are the Schlage triple-option, Arrow C-series (Comet), SecurityPro 5080 series and certain GMS and Kwikset latches. The tool is made from three parts:

1. Installation tool for 1/4"-20 E-Z Lok threaded inserts.
2. 1/4" hex and 3" long power bit extension.
3. Head from a 5/16" Allen cap screw.



**Photograph 1.**

Begin by filing or grinding the drive wings on the installation tool to about 30 degrees as shown in the close-up. (See *photograph 1.*) These can be sourced from woodworking or industrial suppliers. Next cut the head off a 5/16" (1/4" hex recess) Allen cap screw and grind the cutoff portion smooth to serve as a striking surface. Since these are hardened, the use of a cutoff wheel in a die grinder or Dremel-type rotary tool will expedite the task. Finally, assemble all three parts as shown and braze together. Epoxy could be used if you don't have brazing capability. (See *photograph 2.*)



**Photograph 2.**

To use the tool, simply place the desired face plate on the latch, invert over a hardwood block, insert the tool and give it one sharp rap with a 16 oz. ballpeen hammer in each of the two screw holes to permanently attach the front.

*Peter P. Schifferli  
New York*



**STRATTEC WINNER:  
Retrieving Keys  
From a Lexus**

Recently, I worked on a 2003 Lexus ES300. The keys were locked in the trunk. I was told by one source that it would be necessary to order keys from Lexus to open the trunk without damage, and told by a second source, I would have to drill the door lock.

I opened the vehicle with an under-the-window tool and prepared to pull panel and hot-wire the security system in the door. Before I tried to bypass the security system, I noticed that on the driver's door there was a plastic access port. Once removed it allowed access to a T-30 headed screw that I removed. I was then able to easily remove the driver's door cylinder. It reminded

me of the old VW door handles, except in this case only the cylinder is removed.

Using a #3 Phillips head screwdriver, I activated the linkage/security switch on the cylinder which deactivated the alarm and allowed the trunk release to function.

I was happy to find a simple solution and the customer was thoroughly impressed.

*Jeffrey Hula  
Virginia*



**HPC WINNER:  
Manipulating a  
Master Lock**

I just finished originating a key for a 1991 Ford Escort when the customer asked me to open a Master Pro-Sport padlock. Normally I would suggest opening with a pinch pick and replacing the lock, but I decided to look at it.

The lock is a four-wheel, re-settable combination lock. I thought I could decode it like the Sesamee or brief case locks, but because of the construction of the lock this approach isn't viable.

I pulled back on the shackle, applying pressure on the wheels and starting with the wheel farthest from the word MASTER, I rotated it until the pressure was relieved. When you're on the correct number the wheel will be loose. Then I proceeded to the next wheel and did the same until I reached the last wheel. It didn't open at first so I tested the wheel next to last wheel and it was "stiff." I rotated it again and the lock opened!

I don't believe this lock can be shimmed, but it can be manipulated!

Thinking that I might have just gotten lucky I purchased one and have manipulated it every time. Usually, I can open it in a minute or less.

What a rush when you try something for the first time and it works and every time after that.

*Paul C. Noll  
Wisconsin*



**SARGENT &  
GREENLEAF  
WINNER:  
Picking  
Schlage Everest**

Here's a tip for picking Schlage Everest cylinders. Take a piece of

flat spring steel that fits in the single pin retaining groove in the cylinder. Cut, or file the tip to approximately a 45° angle, and cut the back off so it sticks out about 1/4" from the face of the cylinder when it's fully inserted. Then put a slight bend in the spring steel (this will keep the tool from slipping out of place).

Now simply insert your new tool into the retaining groove in the cylinder (bottom right-hand corner of the keyway), and proceed with your normal lock picking procedure. It is a six-pin cylinder, but it will pick. The

freedom of this tool is that it allows you to put the turning wrench of your choice wherever you (would) like in the keyway.

If you typically prefer to put your turning wrench in the bottom of the keyway when picking locks, then put a 90° bend in the spring steel and leave the end about 3" long instead of cutting it off. This way, you have a pin retaining tool and a turning wrench all in one. I hope this helps a few of you who really dig picking.

*Jacob Matteson, CRL  
Wisconsin*

**two for the price of one**

**Dual reading technology / active and passive**

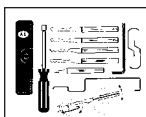
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**A-1 SECURITY  
PRODUCTS WINNER:  
Bump Access  
To Astro Vans**

Anyone out there in locksmith land having a problem gaining entry to those pesky Astro and Safari mini vans? These vehicles can be a bit of a challenge at the best of times. Well, there is an alternative—no tools needed—method that you can use on the later models with side door windows with catches that allow the bottom of the window to open up a bit for ventilation.

Visually locate the two rivets on the outside bottom of the window that connect the inside catches to the window. Make a fist and with the bottom edge of your fist, give each rivet a sharp rap directly over the rivet. Make sure that you hit the rivet square on and not the window itself. When you rap it hard enough it “shocks” the inside window catch to the unlocked position, allowing you to reach inside to unlock the side door.

For obvious reasons never let your customer or others see how this is done. This method is a

backup plan for you to use when other methods fail or time is short and the opportunity presents itself.

Be on the lookout for this type of window. This style is becoming more common every day. Also, for those of you who are driving a service van with this type of window catch, you may want to add a more secure type of fastener to those windows to prevent the contents of your van from “straying”.

*John Nocente  
Ontario, Canada*



**ILCO KEY BLANKS  
WINNER:  
The Sound of  
Falling Wafers**

Almost everybody is familiar with reading wafers to make keys to cars. I have found you can also listen to wafers to determine the depths.

First, lube the lock and run a key in and out a few times. Then use a wafer depressor or a pick and run it all the way to the back of the plug to depress the wafers. As the depressor is withdrawn from the plug, listen to the clicking sound made by the wafers. A loud click is a long wafer; and a soft click is a short wafer.

Using this information in conjunction with reading can help you determine those hard to read back wafers.

You can usually tell the value of the front wafers and whether the top wafer is odd or even.

If you know it is a short wafer and are not sure whether it is a one or a two, cut a 1-1/2. If you know it is a long wafer but are not sure if it is a 3 or a 4, cut a 3-1/2. With this information and a key cut to the depths indicated; try the key in the plug and check it for impression marks. If it marks in any given space, the actual cut is 2, or a 4. If it does not mark, it is a 1, or a 3.

By learning to listen to the wafers, I have decreased the amount of time it takes me to generate a key for these locks.

*McNair O. Metcalfe  
Mississippi*



**KEEDEX WINNER:  
Improved “F” Series  
Picking Tip**

In a recent Technitips printed in *The National Locksmith* magazine, the contributor talked about applying turning pressure to a Schlage key-



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in-knob lock and giving the plug a sharp blow with a hammer, which will allow the knob to retract the latch without using a key.

This works because the locking mechanism is spring loaded, and by striking the plug, you are actually bouncing the two cams into the open position for a split second. That's why you need to apply constant turning pressure in either the clockwise, or counter-clockwise direction.

But, giving a blow to just the plug without hitting the knob is quite a feat. I took out my trusty Dremel® tool and sawed the key blade off of a new SC1 key blank and hammered it into a KW1 deadbolt plug backwards. KW1 and SC1, although not identical are just close enough reverse mirror images of each other to want to fit into the plug backwards —with the help of a hammer and about four good blows. The SC1 blade is now solidly in the KWI plug, leaving about 1/2" or so of the blade sticking out of the back of the KWI plug.

Now, simply take the plug tool with the SC1 key blade sticking out and slip it inside of the locked Schlage F series. Apply constant turning pressure and apply a sharp blow with a hammer to the plug tool. It works nearly every time I use it on the first blow.

The real benefit is this: There's no risk of damage to the knob using this and it stays put once the key blade is slipped into the keyway.

*Will UmBanHower  
Washington*



**TECH-TRAIN  
WINNER:  
Deadbolt Drilling  
Jig**

I have had to drill a couple of deadbolts recently because of bolt problems. On the first one, I looked at the lock and drilled two holes. I guess the force was not with me because it took a third set of holes before I hit the mounting screws.

To prevent this problem in the future, I took an old deadbolt and laid it on my workbench. I drilled a 1/8" hole through each mounting screw hole location all the way through the lock. I then pried off the scalp. With a little reshaping and filing, I had a marking template that would not cut me.

On the next deadbolt problem, I took the template and held it up to the lock. With a center punch, I "popped" the hole locations, drilled the two holes and the lock was off.

*Gregory R. Koonce  
North Carolina*



**SIEVEKING  
PRODUCTS WINNER:  
ID Card Magnetic  
Pick Holder**

A few days back I was called to open a side door in the reception office of a large company. Normally when I pick

open a lock, I usually take out my three favorite picks and two or three tension wrenches—all of which get tightly stored between my lips, and/or teeth.

The lock wasn't cooperating that day and I was getting frustrated. All this time the picks were falling out on the floor and getting drooled on. I finally noticed that everyone in the reception office was having quite a laugh at all this. They had wall-to-wall mirrors and I must admit I did look ridiculous with a mouth full of wet lock picks!

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That evening I decided to come up with a cunning plan. I took my company laminated I.D card (the kind that gets clipped to your shirt) and glued a strip of that magnetic strip like folks use on fridge magnets on the back of my ID card. Now when I pick a lock I just flip my I.D card over, attach my picks and tension wrenches and pick away!

*Ed Gorgulho  
South Africa*

**Major**  
MANUFACTURING, INC.  
MAJOR  
MANUFACTURING  
PRODUCTS  
WINNER:

### Puttin' It In The Bag

When rekeying a commercial building or residence I prefer taking all of the cylinders to the van at once, rather than making several trips. The problem has always been how to carry all of the cylinders.

I have tried various methods. I don't like metal or plastic tool boxes because they are big and noisy and the plastic ones never seem to last

very long. While walking through the local home center recently, I found some mechanics tool bags. They are the heavy canvas bags with lots of pockets. I also found a small one that was advertised as a kid's tool bag called the Gatemouth, Junior.

It is made of the same heavy material as the larger ones but measures approximately 7" x 9" and is 7" tall. As the name implies the top opening is very large. It is perfect for carrying a few screwdrivers, etc. and has plenty of space for several knob, deadbolt, or mortise cylinders.

It has five pockets on the outside that I use it to carry my cell phone, notepad, pen and a stack of business cards. The canvas material is quiet (no rattle, clang and bang) and very durable. It works so well that I bought another one to use as a lockout kit. I carry my picks, plug spinner, flashlight and anything else I think I might need in it. No more stuffing my pockets with lock cylinders or tools!

*Mike Neely  
Iowa*



### LAGARD WINNER: Using Schlage Jig To Prep A/R Mortise

Last month I was asked to install a couple of Adams Rite 2331's on a wooden door. Since I don't own a jig for doing mortise lock preps, and I don't really have the call to buy one, I improvised.

I had no desire to free-hand the holes required for the mortise cut prep to install the lock, so I marked out the edge of the door where I wanted my preps to be. Then I got out my trusty Schlage installation jig (I'm certain other jigs will work with this technique), and used it to create the edge bore by drilling a single hole. Then moving the jig up about 3/8" and re-clamping it, I drilled another hole, overlapping the first. I continued moving the jig up until I had the right height for the prep. At that point, I simply used a chisel to clean the edges.

I drilled my cross bore, and installed the lock. I'm sure this technique saved me tons of time, and was far more accurate than it would have been had I simply free-handed it.

*Dave Rider  
Ontario, Canada*



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— Mike & Carol Oar  
Elmer's Lock & Safe  
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2	590	232	2	700	276	5001-6475	T11
3	840	331	3	630	248	C5001-C6475	EX14B
4	1090	429					
5	1340	528					
6	1590	626					
7	1840	724					
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Spaces		Depths		Punch: PCH-1011		IC #: 240	
mm	Inch	mm	Inch	Jaw: A	Series	Alba	
1	340	134	1	770	303	5001-6475	T11
2	590	232	2	700	276	5001-6475	T11
3	840	331	3	630	248	C5001-C6475	EX14B
4	1090	429					
5	1340	528					
6	1590	626					
7	1840	724					
8	2090	823					

Align: Shoulder (Right Insertion)

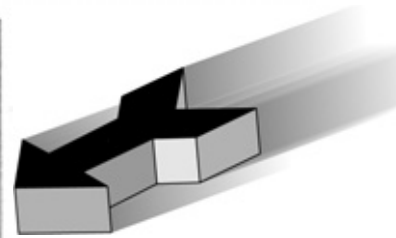
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**The National Locksmith®**

**Ducati 5001-6475**

**InstaCode™**

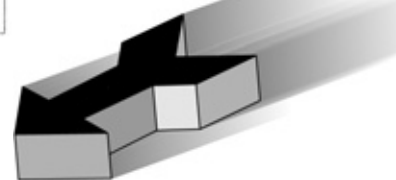
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## BONUS Code Card

For the 1200 Blitz™

Flip 'em over for  
Silca,  
Curtis,  
Framon,  
A-1  
and  
ITL specs!



## Code Card

For the 1200PCH™

Courtesy of  
INSTA-CODE 2003™ from  
The National Locksmith



## Ducati 5001-6475

### HPC 1200Blitz™

InstaCode Card: 240 Cutter: CW-1011  
HPC DSD: 751 Silca Card: 210  
Jaw: A Gauge From: Shoulder

### Silca Unocode

UnoCode Card No.: 210 Vice/Adapter: V100 Std  
Side: A Position: 0

### HPC Codemax™

HPC DSD: 751 Cutter: HPC CW-1011  
Jaw: A  
Position: Shoulder

### Framon

Cuts Start At: .134  
Between Cuts: .98  
Block #: 3

### ITL 9000 & 9700

ITL Manufacturer ID: 0 Insert: 2

## Ducati 5001-6475

### HPC 1200PCH™

InstaCode Card: 240 Punch: PCH-1011  
Jaw: A HPC DSD: 751

### Silca Unocode

UnoCode Card No.: 210 Vice/Adapter: V100 Std  
Side: A Position: 0

### HPC Codemax™

HPC DSD: 751 Cutter: HPC CW-1011  
Jaw: A  
Position: Shoulder

### Framon

Cuts Start At: .134  
Between Cuts: .98  
Block #: 3

### ITL 9000 & 9700

ITL Manufacturer ID: 0 Insert: 2

# KEY CODES

**Ducati**  
**5001-6475**

**Manufacturer:** \_\_\_\_\_ Ducati

**Code Series:** \_\_\_\_\_ 5000-6475

## Key Blanks:

**Borkey:** \_\_\_\_\_ 1522  
**Canas:** \_\_\_\_\_ ZD118P  
**CEA:** \_\_\_\_\_ ZA13P  
**Errebi:** \_\_\_\_\_ ZA11RP39  
**Fuki:** \_\_\_\_\_ K218  
**Key Line:** \_\_\_\_\_ ZAD16P  
**Lotus:** \_\_\_\_\_ ZD27P  
**Orion:** \_\_\_\_\_ P14P  
**Silca:** \_\_\_\_\_ ZD14RP

## Spacings:

1 - .134  
2 - .232  
3 - .331  
4 - .429  
5 - .528  
6 - .626  
7 - .724  
8 - .823

## HPC 1200Blitz

**Code Card:** \_\_\_\_\_ 240  
**Jaw:** \_\_\_\_\_ A  
**Cutter:** \_\_\_\_\_ CW-1011  
**Gauge From:** \_\_\_\_\_ Shoulder

## HPC CodeMax

**DSD #:** \_\_\_\_\_ 751  
**Jaw:** \_\_\_\_\_ A  
**Cutter:** \_\_\_\_\_ CW-1011  
**Gauge From:** \_\_\_\_\_ Shoulder

**Number of Cuts:** \_\_\_\_\_ 8

**M.A.C.S.:** \_\_\_\_\_ 2

**Key Gauged:** \_\_\_\_\_ Shoulder

**Center of First Cut:** \_\_\_\_\_ .134

**Cut to Cut Spacings:** \_\_\_\_\_ .098

**Cut Depth Increments:** \_\_\_\_\_ .028

## Depths:

1 = .303  
2 = .276  
3 = .248

## HPC 1200PCH (Punch)

**Code Card:** \_\_\_\_\_ 240  
**Jaw:** \_\_\_\_\_ A  
**Cutter:** \_\_\_\_\_ CW-1011

## ITL 9000/9700

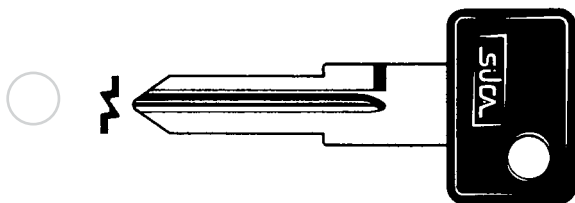
**Mfg. ID:** \_\_\_\_\_ 0  
**Insert:** \_\_\_\_\_ 2

## Silca UnoCode

**Card Number:** \_\_\_\_\_ 210  
**Side:** \_\_\_\_\_ A  
**Position:** \_\_\_\_\_ 0  
**Vice/Adapter:** \_\_\_\_\_ V100 Std

## Framon #2

**Cuts Start at:** \_\_\_\_\_ .134  
**Cut to Cut Spacing:** \_\_\_\_\_ .098  
**Block #:** \_\_\_\_\_ 3  
**Depth Increments:** \_\_\_\_\_ .02



5001	11211223	5031	11223321	5061	11312312	5091	11331221	5121	12121221	5151	12132113
5002	11211232	5032	11231123	5062	11312331	5092	11331223	5122	12121223	5152	12132122
5003	11211322	5033	11231132	5063	11313122	5093	11331232	5123	12121232	5153	12132131
5004	11212122	5034	11231213	5064	11313133	5094	11331313	5124	12121313	5154	12132133
5005	11212133	5035	11231231	5065	11313212	5095	11331322	5125	12121322	5155	12132211
5006	11212212	5036	11231233	5066	11313223	5096	11331331	5126	12121331	5156	12132232
5007	11212231	5037	11231312	5067	11313231	5097	11332113	5127	12122112	5157	12132313
5008	11212313	5038	11231321	5068	11313313	5098	11332131	5128	12122121	5158	12132322
5009	11212321	5039	11231323	5069	11313321	5099	11332233	5129	12122123	5159	12132331
5010	11212332	5040	11231332	5070	11321123	5100	11332312	5130	12122132	5160	12133112
5011	11213123	5041	11232112	5071	11321132	5101	11332321	5131	12122311	5161	12133121
5012	11213132	5042	11232121	5072	11321213	5102	11332323	5132	12122323	5162	12133123
5013	11213213	5043	11232133	5073	11321231	5103	11332332	5133	12123113	5163	12133132
5014	11213221	5044	11232211	5074	11321312	5104	12112122	5134	12123122	5164	12133213
5015	11213233	5045	11232232	5075	11321321	5105	12112133	5135	12123131	5165	12133231
5016	11213312	5046	11232313	5076	11322112	5106	12112212	5136	12123133	5166	12133233
5017	11213323	5047	11232322	5077	11322121	5107	12112231	5137	12123211	5167	12211212
5018	11221122	5048	11232331	5078	11322133	5108	12112313	5138	12123223	5168	12211221
5019	11221133	5049	11233113	5079	11322311	5109	12112321	5139	12123232	5169	12211233
5020	11221212	5050	11233122	5080	11322313	5110	12112332	5140	12123313	5170	12211313
5021	11221221	5051	11233131	5081	11322322	5111	12113123	5141	12123321	5171	12211331
5022	11221313	5052	11233212	5082	11323113	5112	12113132	5142	12131123	5172	12212112
5023	11221331	5053	11233221	5083	11323131	5113	12113213	5143	12131132	5173	12212121
5024	11223112	5054	11233233	5084	11323221	5114	12113221	5144	12131213	5174	12212123
5025	11223121	5055	11311233	5085	11323232	5115	12113233	5145	12131231	5175	12212132
5026	11223133	5056	11311323	5086	11323312	5116	12113312	5146	12131233	5176	12212211
5027	11223211	5057	11311332	5087	11323323	5117	12113323	5147	12131312	5177	12212213
5028	11223223	5058	11312123	5088	11331122	5118	12121122	5148	12131321	5178	12212312
5029	11223231	5059	11312132	5089	11331133	5119	12121133	5149	12131323	5179	12212323
5030	11223313	5060	11312213	5090	11331212	5120	12121212	5150	12131332	5180	12213113



# Ducati

## 5001-6475

5181	12213122	5211	12311231	5241	12322132	5271	13112213	5301	13123132	5331	13211213
5182	12213131	5212	12311312	5242	12322312	5272	13112233	5302	13123213	5332	13211231
5183	12213133	5213	12311321	5243	12322321	5273	13112312	5303	13123233	5333	13211312
5184	12213212	5214	12312113	5244	12322323	5274	13112323	5304	13123311	5334	13211321
5185	12213223	5215	12312122	5245	12322332	5275	13112331	5305	13123323	5335	13211323
5186	12213232	5216	12312131	5246	12323122	5276	13113122	5306	13131122	5336	13211332
5187	12213311	5217	12312133	5247	12323133	5277	13113133	5307	13131133	5337	13212113
5188	12213313	5218	12312212	5248	12323212	5278	13113212	5308	13131212	5338	13212122
5189	12213322	5219	12312232	5249	12323223	5279	13113223	5309	13131221	5339	13212131
5190	12231121	5220	12312311	5250	12323231	5280	13113231	5310	13131223	5340	13212133
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5192	12231211	5222	12312322	5252	12323313	5282	13113321	5312	13131313	5342	13212232
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5195	12231313	5225	12313123	5255	12331131	5285	13121213	5315	13132112	5345	13212322
5196	12231322	5226	12313132	5256	12331213	5286	13121231	5316	13132121	5346	13213112
5197	12231331	5227	12313211	5257	12331233	5287	13121233	5317	13132123	5347	13213121
5198	12232123	5228	12313213	5258	12331311	5288	13121312	5318	13132132	5348	13213123
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5201	12232231	5231	12313323	5261	12332112	5291	13121332	5321	13132233	5351	13213213
5202	12232233	5232	12321121	5262	12332121	5292	13122113	5322	13132311	5352	13213233
5203	12232311	5233	12321133	5263	12332133	5293	13122122	5323	13132323	5353	13213312
5204	12232323	5234	12321211	5264	12332211	5294	13122131	5324	13132332	5354	13213323
5205	12232332	5235	12321223	5265	12332232	5295	13122133	5325	13133113	5355	13221121
5206	12233133	5236	12321232	5266	12332313	5296	13122313	5326	13133122	5356	13221133
5207	12233211	5237	12321313	5267	12332322	5297	13122322	5327	13133131	5357	13221211
5208	12233223	5238	12321322	5268	12332331	5298	13123112	5328	13133211	5358	13221223
5209	12233232	5239	12321331	5269	13112123	5299	13123121	5329	13133223	5359	13221232
5210	12311213	5240	12322123	5270	13112132	5300	13123123	5330	13133232	5360	13221313

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# Ducati

## 5001-6475

5361	13221322	5427	13321332
5362	13221331	5428	13322113
5363	13223113	5429	13322133
5364	13223122	5430	13322313
5365	13223131	5431	13322322
5366	13223133	5432	13322331
5367	13223212	5433	13323112
5368	13223221	5434	13313121
5369	13223223	5435	13323123
5370	13223232	5436	13323132
5371	13223313	5437	13323211
5372	13223322	5438	13323213
5373	13231123	5439	13323312
5374	13231131	5440	13323321
5375	13231213	5441	21121122
5376	13231233	5442	21121133
5377	13231311	5443	21121212
5378	13231323	5444	21121221
5379	13231332	5445	21121223
5380	13232113	5446	21121232
5381	13232122	5447	21121313
5382	13232133	5448	21121322
5383	13232211	5449	21121331
5384	13232232	5450	21122112
5385	13232312	5451	21122121
5386	13232321	5452	21122123
5387	13233112	5453	21122132
5388	13233121	5454	21122311
5389	13233123	5455	21122323
5390	13233132	5456	21122332
5391	13233213	5457	21123113
5392	13233231	5458	21123122
5393	13311212	5459	21123131
5394	13311221	5460	21123133
5395	13311223	5461	21123211
5396	13311232	5462	21123223
5397	13311313	5463	21123232
5398	13311322	5464	21123312
5399	13311331	5465	21123321
5400	13312112	5466	21131123
5401	13312121	5467	21131132
5402	13312123	5468	21131213
5403	13312132	5469	21131231
5404	13312211	5470	21131233
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5406	13312231	5472	21131321
5407	13312233	5473	21131323
5408	13312312	5474	21131332
5409	13312321	5475	21132113
5410	13312323	5476	21132122
5411	13312332	5477	21132131
5412	13313113	5478	21132133
5413	13313122	5479	21132211
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5415	13313212	5481	21132313
5416	13313221	5482	21132322
5417	13313223	5483	21132331
5418	13313232	5484	21133112
5419	13313311	5485	21133121
5420	13313322	5486	21133123
5421	13321122	5487	21133132
5422	13321131	5488	21133213
5423	13321213	5489	21133231
5424	13321233	5490	21133233
5425	13321311	5491	21211212
5426	13321323	5492	21211221

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No. 71	Yale "GA"
No. 72	Yale "GB"
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# Ducati 5001-6475

5493	21211233	5523	21221332	5553	21311213	5583	21321313	5649	22122113	5715	22313311
5494	21211313	5524	21223123	5554	21311231	5584	21321322	5650	22122131	5716	22313313
5495	21211331	5525	21223132	5555	21311312	5585	21321331	5651	22122133	5717	22313322
5496	21212112	5526	21223213	5556	21311321	5586	21322123	5652	22122313	5718	22321123
5497	21212121	5527	21223233	5557	21312113	5587	21322132	5653	22123112	5719	22321132
5498	21212123	5528	21223323	5558	21312122	5588	21322312	5654	22123121	5720	22321213
5499	21212132	5529	21231122	5559	21312131	5589	21322321	5655	22123123	5721	22321231
5500	21212211	5530	21231131	5560	21312133	5590	21322323	5656	22123132	5722	22321233
5501	21212213	5531	21231133	5561	21312212	5591	21322332	5657	22123213	5723	22321312
5502	21212312	5532	21231212	5562	21312232	5592	21323122	5658	22123231	5724	22321321
5503	21212323	5533	21231221	5563	21312311	5593	21323133	5659	22123233	5725	22321323
5504	21213113	5534	21231223	5564	21312313	5594	21323212	5660	22123323	5726	22321332
5505	21213122	5535	21231232	5565	21312322	5595	21323223	5661	22131122	5727	22322113
5506	21213131	5536	21231311	5566	21313112	5596	21323231	5662	22131131	5728	22322131
5507	21213133	5537	21231313	5567	21313121	5597	21323311	5663	22131133	5729	22322133
5508	21213212	5538	21231322	5568	21313123	5598	21323313	5664	22131212	5730	22322311
5509	21213223	5539	21231331	5569	21313132	5599	21323322	5665	22131221	5731	22322313
5510	21213232	5540	21232123	5570	21313211	5600	21331121	5666	22131223	5732	22322331
5511	21213311	5541	21232132	5571	21313213	5601	21331123	5667	22131232	5733	22323112
5512	21213313	5542	21232213	5572	21313233	5602	21331132	5668	22131311	5734	22323121
5513	21213322	5543	21232231	5573	21313312	5603	21331211	5669	22131313	5735	22323123
5514	21221121	5544	21232233	5574	21313323	5604	21331213	5670	22131322	5736	22323132
5515	21221123	5545	21232312	5575	21321122	5605	21331231	5671	22131331	5737	22323211
5516	21221132	5546	21232321	5576	21321131	5606	21331233	5672	22132112	5738	22323213
5517	21221211	5547	21232323	5577	21321133	5607	21331312	5673	22132121	5739	22323233
5518	21221213	5548	21232332	5578	21321212	5608	21331321	5674	22132123	5740	22323312
5519	21221231	5549	21233133	5579	21321221	5609	21331323	5675	22132132	5741	22323321
5520	21221312	5550	21233211	5580	21321223	5610	21331332	5676	22132213	5742	22323323
5521	21221321	5551	21233223	5581	21321232	5611	21332112	5677	22132231	5743	22331122
5522	21221323	5552	21233232	5582	21321311	5612	21332133	5678	22132233	5744	22331133

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5613	21332232	5679	22132312	5745	22331212
5614	21332311	5680	22132321	5746	22331221
5615	21332313	5681	22132323	5747	22331223
5616	21332322	5682	22132332	5748	22331232
5617	21332331	5683	22133113	5749	22331313
5618	22112112	5684	22133122	5750	22331322
5619	22112121	5685	22133131	5751	22331331
5620	22112123	5686	22133133	5752	22332123
5621	22112132	5687	22133211	5753	22332132
5622	22112211	5688	22133223	5754	22332213
5623	22112213	5689	22133232	5755	22332231
5624	22112233	5690	22311211	5756	22332233
5625	22112312	5691	22311223	5757	22332312
5626	22112323	5692	22311232	5758	22332321
5627	22112331	5693	22311313	5759	22332323
5628	22113113	5694	22311322	5760	22332332
5629	22113122	5695	22311331	5761	23112113
5630	22113131	5696	22312112	5762	23112122
5631	22113133	5697	22312121	5763	23112131
5632	22113212	5698	22312123	5764	23112133
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5781	23121133	5811	23131211	5841	23212121	5871	23223112	5901	23233113	5931	23313321
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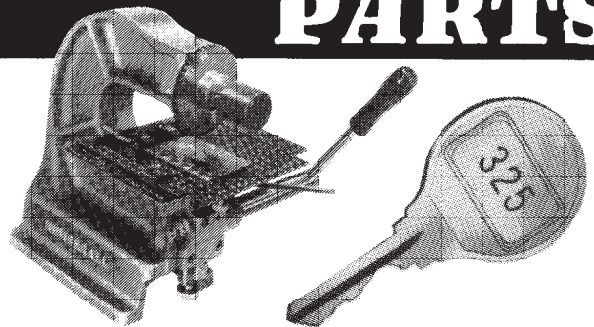
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## PART 2

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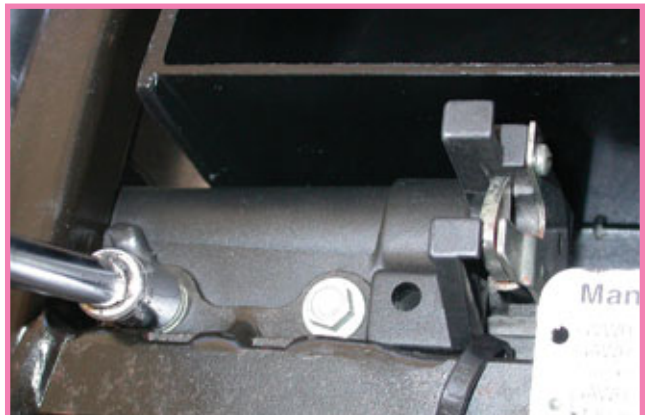


by  
John Blankenship

In the last installment we made a working key from the gas cap lock. This time we make one from the ignition lock.



**1.** The seat lock is located on the right side of the motorcycle under the rear of the seat and is a good source to obtain all six cuts.



**3.** Once the seat is removed you can see two 8mm bolts that secure the seat lock/latch unit to the frame. An 8mm socket is on one and the other is visible to the right. Remove the bolts and the unit is easily removed.



**4.** Drill a small poke hole on the centerline of the bottom of the cylinder 1-3/64" (26.6mm) from the face of the plug. Use a punch to depress the retainer and pull the plug out the front.



**2.** Turn the plug 90 degrees clockwise and lift the back of the seat up to remove it. A spring turns the plug back to the locked position when you let it go. This lock is mounted so that the tumblers are in the upper/right area of the keyway if you need to pick it.



**5.** The seat lock plug contains all six tumblers on one side of the keyway plus the retainer. The tumblers are held in the plug by a tiny brass rod just like in the gas cap and ignition locks.

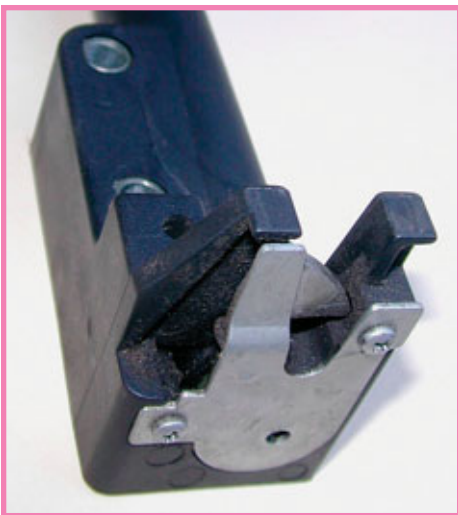




**6.** This frontal view of the cylinder shows the locking slot in the top center. If you insert the plug with the retainer aligned with this slot the retainer will hit the back of the slot and stop. Align the retainer with the area just to the right of the locking slot. Insert the plug and when it makes contact with the tailpiece turn it counter-clockwise until it slides the rest of the way in.



**8.** Pay close attention to how the latch and spring are mounted before you pull them out of the housing.



**7.** Remove the two Phillips screws and cover plate in order to disassemble the seat latch.

**9.** Once the latch is removed you can pull the tailpiece out of the housing. At this point you can see the plug retainer by using a light. The retainer is recessed 5" inside the housing and is difficult to access and depress. Locksmith Trudee Gardner of Key Kraft in San Francisco, a motorcycle specialist, says that a bristle from a street sweeper brush is perfect to use as a tool to depress the retainer. The spring steel is 7 inches long by 1/8" wide and she rounds off the working end so it will enter easier. She thinks it is easier than drilling a poke hole because the poke hole has to be so exact and that it also makes the lock easier to tamper with in the future.



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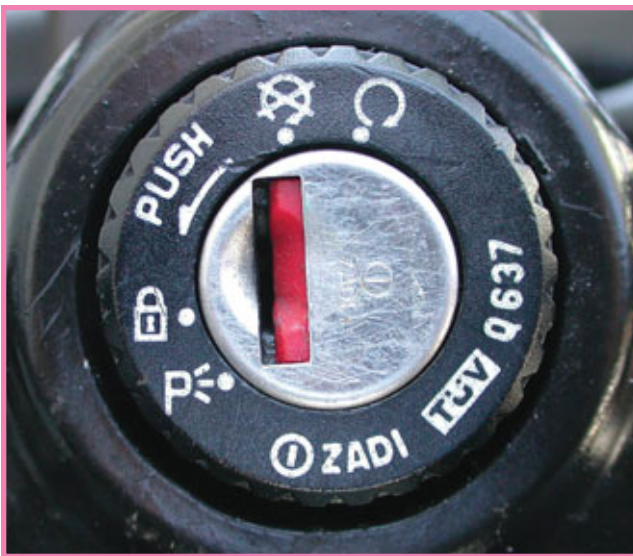
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**10.** This bike uses a Zadi Q637 ignition/steering lock. The lock is shown in the OFF position, which means the ignition is off and the steering is not locked. A slight turn clockwise turns the ignition to ON. In order to turn the lock 90 degrees counter-clockwise to the LOCK (steering locked) position, you need to turn the steering to the right or left, then push the plug in and allow it to spring back out before it will turn. The lock will not turn with the plug pushed in. You do not need to push the plug in prior to turning the lock from LOCK to OFF. A slight turn past LOCK to the "P" position turns on the parking lights. The key can be removed in the OFF, LOCK, and P positions.



**11.** The lock is secured from underneath by two shearhead bolts. It will require some motorcycle mechanic work to access them for removal. I did not remove the lock, but I did manage to obtain a Zadi Q637 ignition/steering lock to disassemble. The switch is secured to the back of the lock by the two small shear head bolts in the photo. If there is no electrical plug attached to the switch you will have to remove them if you want to take the lock to a bench.

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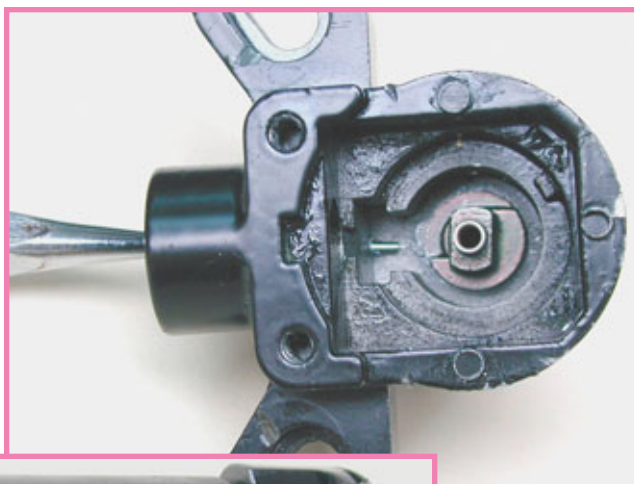
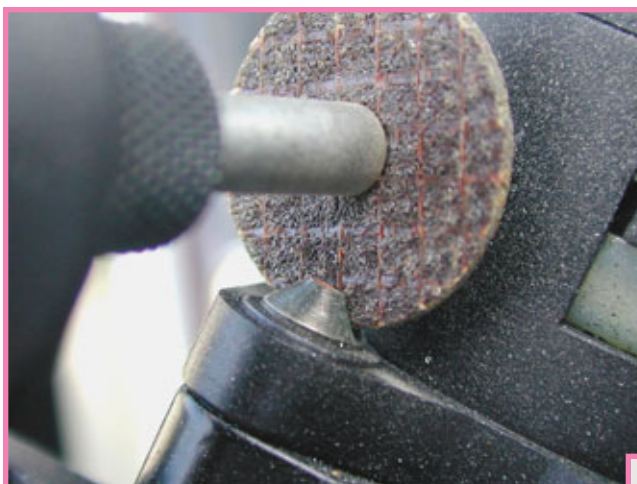
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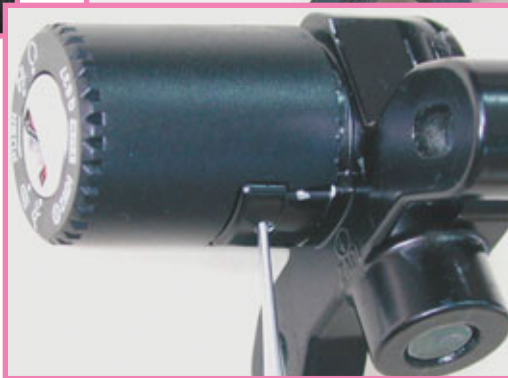
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**12.** Use a Dremel to cut screwdriver slots in the two small shear head bolts. A screwdriver easily removes the two bolts so the lock can be separated from the switch.

**13.** This shows where to drill a poke hole if the lock is in the OFF position. The hole should be aligned with the bottom/center of the plug, not with the keyway. To help determine the bottom of the plug, look for the word 'ZADI' stamped on the chrome facecap of the plug. The bottom is closest to the 'I' and the top is closest to the 'Z'. The retainer is 1-3/64" (26.6mm) from the face of the plug. As soon as you depress the retainer the plug will spring part way out of the cylinder due to the spring on the back of the plug.



**14.** This shows the punch inside the housing and almost to the retainer. As you can see, the retainer is not close to the poke hole.

Continued on page 112

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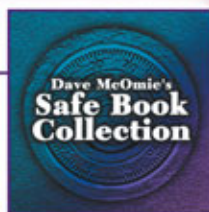
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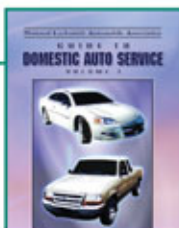


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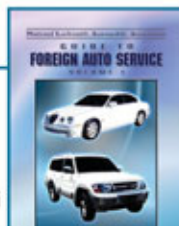


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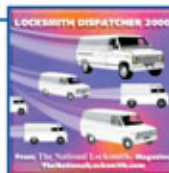
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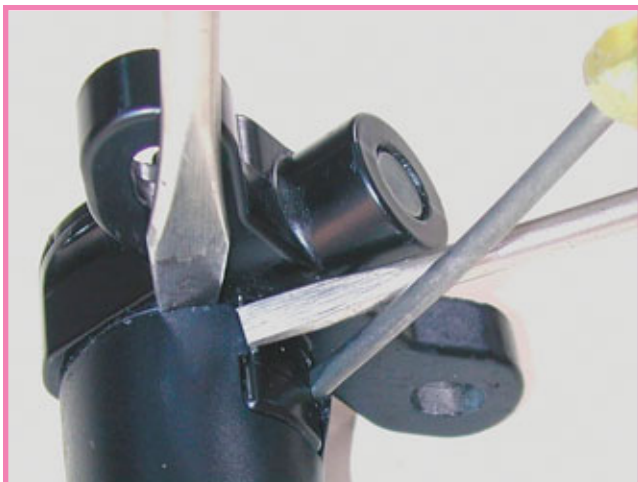
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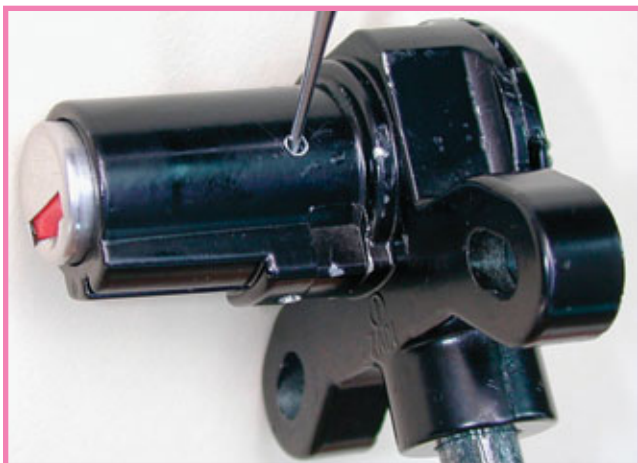
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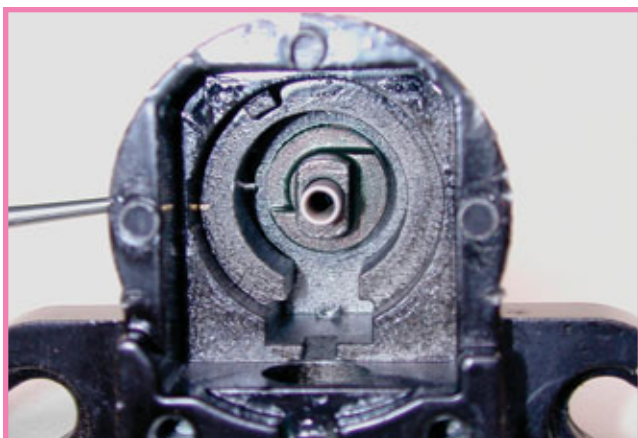




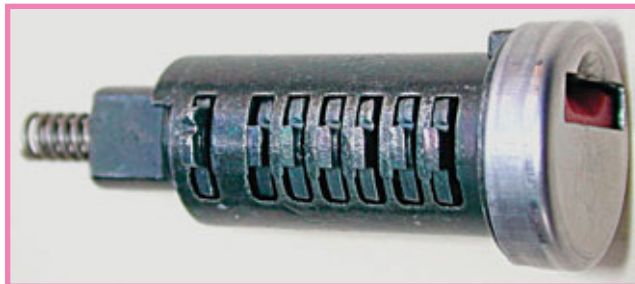
**15.** If the lock is in the LOCK position it is best to remove the cylinder sleeve before drilling the poke hole. Use two screwdrivers to raise the locking portions of the sleeve as shown in the photograph. Twist a third screwdriver between the end of the sleeve and housing to force the sleeve forward.



**16.** This shows where to drill a poke hole if the lock is in the LOCK position. The hole should be aligned with the bottom/center of the plug, not with the keyway. The retainer is 1-3/64" (26.6mm) from the face of the plug. As soon as you depress the retainer the plug will spring part way out of the cylinder due to the spring on the back of the plug.



**17.** This shows the punch inside the housing and touching the retainer. The retainer is close to the poke hole in this position.



**18.** The plug is shown removed and we are looking at the bottom. The spring on the back of the plug did not want to come out easily so I left it in. This lock has six wafer tumblers all on one side of the keyway plus the retainer. When reinstalling the plug in the cylinder, the retainer will contact the back of the locking groove and prevent the plug from being fully inserted. Therefore it is necessary to first use a screwdriver to turn the tailpiece to a position midway between OFF and LOCK. Then insert the plug in the same position with the retainer aligned between the locking grooves. Depress the retainer so it will enter the cylinder in this position. The plug can be inserted 180 degrees off so be sure the retainer is on the lower right of the cylinder when installing. If you install it wrong you will have to drill another poke hole to remove it again.



**19.** This of the top of the plug shows the wafers resting below the shear line.

**Codes:** 8001-9554 (Zadi)

**Blank:** Silca ZD16RP, ZD22RBP, ZD23RCP or ZD24RDP

**Spacing:** 1=.146, 2=.256, 3=.366, 4=.476, 5=.587, 6=.697

**Depths:** 1=.301, 2=.276, 3=.250, 4=.224

**DSD:** 735

**Note:** All of the code programs show the depths listed above. I have found the following depths to be more accurate.

**Depths:** 1=.310, 2=.281, 3=.252, 4=.224

<b>Tumbler Locations:</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
<b>Ignition:</b>	.....X	X	X	X	X	X
<b>Gas:</b>	.....X	X	X	X	X	X
<b>Seat:</b>	.....X	X	X	X	X	X



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# TEST DRIVE

## The Determinator by Car Openers, Inc.



### IN SUMMARY:

**DESCRIPTION:** A lock decoding tool and a tumbler release tool.

**PRICE:** \$50.00

**COMMENTS:** Once familiar with the procedure the tool to be very effective.

**TEST DRIVE RESULTS:** THE DETERMINATOR is a well-made tool that does just what it is advertised to do.

### THE NEED:

It seems that many locksmiths have a difficult time when it comes to impressing locks. The most common reason for having a difficult time is the inability to see the marks. Even those that can read or impression well, will occasionally find a lock that, for one reason or another, will give them a lot of trouble. For even the most experienced, during these times a little help is always appreciated.

For the majority of us, and for the occasional need for the rest, we can all use a helping hand once and a while.

### THE ANSWER:

When it comes to impressing automobile locks there is one company that is offering a helping hand. The Car Openers, Inc. has invented a product that does just what we need. It allows one to better establish the cuts of the door lock and thereby make keys for the ignition as well. The tool is THE DETERMINATOR.

THE DETERMINATOR is a lock decoding tool and a tumbler release tool. For the Chrysler 8-cut it works by trapping the 3 and 4 tumblers and allowing the 1 and 2 depth tumblers to pass.

It has numbers stamped on the side of the blade which correspond to the tumbler space locations, so both the spacing and the depths can be established with one tool.

### THE OPERATION:

These instructions are for the Chrysler 8-cut, but the principle is the same for other vehicles as well.

1) Lubricate the door with a quick drying spray and run a key in and out a few times.

2) Insert THE DETERMINATOR fully into the lock.

3) Slowly pull the tool out with a slight left and right motion.

4) When a tumbler is trapped, note the space and record it as a 3-cut on the included note pad.

5) Use the release tool and proceed to the next space.

6) Decode both sides, recording the wafers that were trapped.

7) Any spaces not trapped will be recorded as a 1 depth.

8) Cut a key to the recorded depths and impression the rest of the key.

9) If the space is recorded as a 1 and it has impression marks, cut it to a 2. If the space is a 3 and has marks, cut it to a 4.

10) Adjust your cuts as necessary.

11) Progress space 1 from the ignition since the door has space 2 through 8.

As with any tool, there is a learning curve. The tool is well made and has a full set of instructions with each tool, so the method used for each specific vehicle is laid out for you to follow.

If you are like me, you will need to use the tool to better understand

how it works. I have trouble reading instructions and then begin using a tool. I suggest buying one tool and using it to see if you like the method they use. Other companies make similar products, but they work totally differently and you will need to find the method you prefer.

### THE TEST:

My first use of THE DETERMINATOR was on a Dodge pickup. The day was very hot and I wanted to finish the job as quickly as possible. I would usually impression this vehicles lock, but today I decided to use the DETERMINATOR. It took a little getting used to, but once I developed the hang of it I found the tool to be very effective. I had the key made in around five minutes and quickly established the ignition as well. The customer was happy and I was out of the heat. Sounds like a win-win situation to me.

### PRICE:

THE DETERMINATOR will cost around \$50 each and there are tools for 40 different domestic and foreign vehicles.

### CONCLUSION:

THE DETERMINATOR is a well-made tool that does just what it is advertised to do. It helps establish the cuts of the door lock by trapping the wafers. The instructions for use are included with each tool as is a note pad for recording your information. **TNL**



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